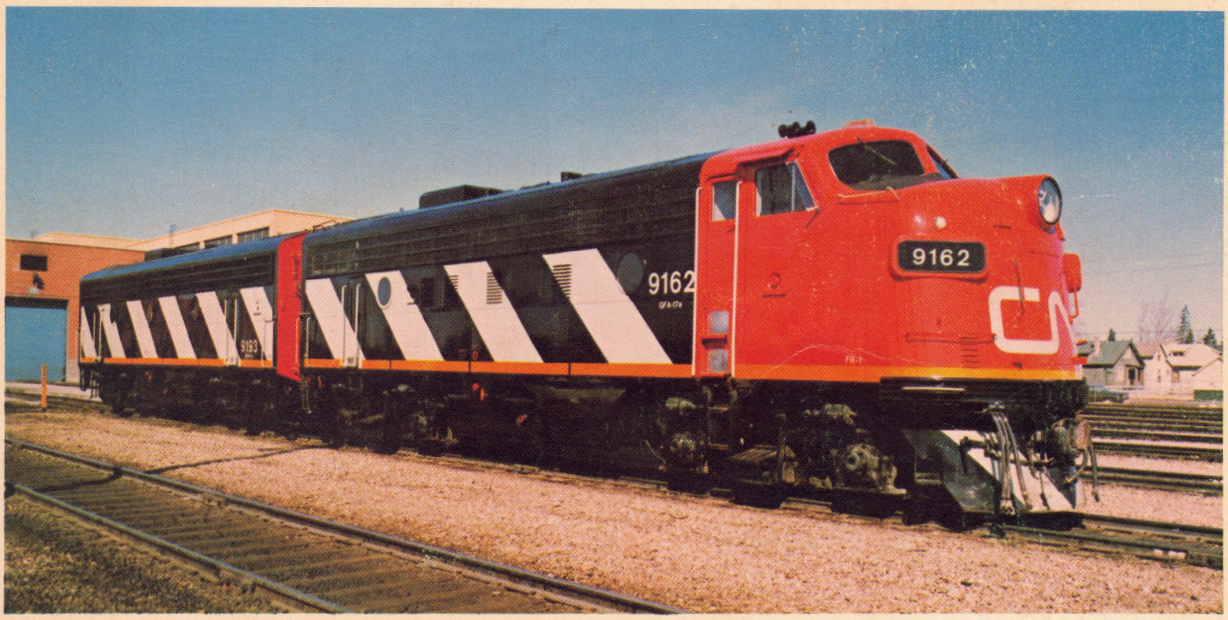
Rail Canada

VOLUME 1



DIESEL PAINT SCHEMES OF THE CN SYSTEM

This cameo inset photo shows the CNR Continental in 1939 to the post 1955 Super Continental. The colours are arranged differently, but note the basic similarity of the nose stripes. 6400 had black nose, green stripes and gold pinstripes. 6500 had a yellow nose, green stripes with black pinstripes.

6500 Photo by Canadian National.
6400 Photographer unknown, from Jim Hope collection.

Rail Canada

VOLUME 1

DIESEL LOCOMOTIVE PAINT SCHEMES OF

CN The Canadian National Railway

THE SYSTEM AND ITS CONSTITUENT COMPANIES

by Donald C. Lewis

LAUNCH PAD DISTRIBUTORS LTD.

VANCOUVER, CANADA

Dedication

To my wife Carol,
without her patience, understanding and encouragement
I am sure this work would have remained unfinished.

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Introduction

RAIL CANADA Volume I is a detailed illustrated reference to the painting, lettering/numbering and classification of the diesel locomotive operated by the Canadian National Railways and its subsiduaries during the past 38 years. Also included is an all time diesel roster, a class description section, and a listing of scale models that may be used by a modeler to represent diesels of the C.N. system.

Due to the magnitude of this work and the drafting time required, only a representative outline of each basic type of locomotive has been shown with the various paint schemes applied. Even this "simple" approach resulted in over 170 side elevation drawings being made and nearly that many end elevations.

Model builders, rail buffs or train watchers interested in a specific diesel locomotive's dimensions or details may find many excellent drawings in several railway and model railroad magazines, notably: Trains and Model Railroader by Kalmbach, Railroad Model Craftsman and Railfan by Carstens, Railroad Modeler by Challenge Publications and Extra 2200 South by Don Dover. Available books on diesels include "Loco I The Diesel" by Carstens and "Diesel Locomotive Diagrams" published by the Historical Project Branch Operations and Maintenance Department, Canadian National Railway; and available from Room 6060 in the C.N. Station in Montreal.

How did RAIL CANADA begin?, that is a question the author has had to answer many times, while the answer is simple the result has not proven to be. As a model railroader with a graphic background I discovered a lack of sufficient data to paint and letter a C.N. diesel with any degree of correctness for my model railway; little did I know where this would lead.

Started in 1973, the search for and recording of detailed information has culminated in 1975 with RAIL CANADA Volume I.

Without the assistance and encouragement of Lorne Perry, Supervisor of Visual Redesign for the C.N. System, this detailed work may never have been produced. Mr. Perry's knowledge of the Canadian National System's diesels in their early paint forms followed by his development of the very striking scheme now being applied to the corporation's diesels has been invaluable. Many of the photographs included in this book are from the camera of Lorne Perry.

I am particularly grateful to the public relations department and the staff of the drawing office in the Canadian National Railways head offices at Montreal. Without their help and on occasion lunch hours, much of the information presented would not be clarified or verified.

With the publication of Volume I, work is now well underway on Volume II of "RAIL CANADA" which will cover the British Columbia Railway (P.G.E.), Ontario Northland, Algoma Central, Quebec North Shore and Labrador, Northern Alberta, Toronto, Hamilton & Buffalo and possibly GO Transit. Other users of diesels will be added if sufficient dimensional data and photographs are available.

Changes or additions to the Canadian National's roster will be included in future volumes of RAIL CANADA as the information becomes available.

I hope the data presented here will bring others to appreciate the diesels of the Canadian National System be it 1938 or 1975.

A parting note to modelers is necessary; throughout the work you will find many references to the colour grey on locomotives, and grey it is, keep in mind it appears white on a black background and all model decals are supplied in wnite.

Vancouver, B.C. January, 1976

Genesis

Diesels on the Canadian National System date back to a two unit set originally numbered 9000. The units were the first passenger diesels operated in North America, and in 1928 looked more like a box car rather than an engine. The varied life of 9000 and 9001 have been described in several historical works on the C.N., including a stint by 9001 pulling an armoured train on the northern B.C. coast, during World War II.

THE FIRST MODERN diesels began to arrive on the C.N. System by way of the G.T.W. with the purchase in 1938 of two EMD SC switchers (600 HP. cast frame). During 1941 – 42 15 EMD NW-2's and 5 Alco S2 switchers were delivered to G.T.W. A review of the outline of the Q-5-a NW-2 on drawing D-39 and S2, S4 Q-6a & b on drawings D-42 & 44 will show the CN caboose (Morency) orange and black scheme the CN units carried through the war years. The early NW-2 units had cast steam locomotive type road numbers on the front below the radiator. Many of these units in newer colours are still operating on both sides of the border.

After the war more diesel switchers followed until in 1948 28 F3A and B units came into service on the CN System. These "covered wagons" sporting dark olive green and gold leaf paint spelled the beginning of the end of the large steam engine fleet. By 1951 when the F7 arrived the gold leaf had given way to a dark mustard yellow paint, which they carried until 1961.

The green and yellow paint was applied to the noses of all hood units except switchers which remained black.

All hood units received a yellow side panel outlined with a 3/4" black border and Canadian National in 8" high black railroad roman lettering. Drawing D-26 shows No. 1373 in this scheme.

The lucky modeler or train watcher can still find some SW1200RS units in these colours in Vancouver at this writing.

The many variations of the green and yellow scheme are shown extensively in the photo and drawing section of RAIL CANADA. No detailed and dimensioned drawings for painting diesels were made until 1961, this allowed the paint shop foremen quite a degree of freedom in applying the earlier green and yellow colours.

1955 saw the end of the steam powered "Continental" passenger trains. Delivery of 144 A and B units from GMD, MLW, and CLC during the next four years completed the dieselization of mainline passenger service. With these engines came a new name train the "Super Continental" complete with lightweight smooth side cars and a modified paint scheme, a black side band with yellow stripes above and below was added down the full length of the train. The many photos and drawings D-5, 8 & 10 will show the differences clearly. To a large number of modelers and railfans (including the author) this was the most attractive paintwork ever applied to a Canadian National diesel. The nose striping of the FP9 bears a striking resemblance to "that other" Royal locomotive. The CN streamlined 6400 class U-4-a Northern.

Unfortunately this scheme was short lived. By 1961 a new corporate image and the now familiar "lazy three" or "wet noodle" logo was born. To go with this logo a completely new colour scheme was developed, orange, black and grey.

First, let us look at the covered wagons, no distinction except road number and class, was made between freight and passenger locomotive painting.

Starting with a bright orange nose on A units (colour changed slightly in 1968) with a grey C.N. logo across the front access door. This orange terminates above the first porthole on the car body at a 30^{o} angle. Three grey stripes slope to the rear on both sides. the basic car body and trucks are black, road and class numbers are grey. The rear end of the unit is black with Canadian National in 2" grey letters at the upper right of the door.

B units are black with four grey stripes sloping to the rear of the unit on both sides, ends are finished like the back of the A unit.

With this paint scheme there are no great differences between switchers and freight hood units. Orange both ends, black body, grey C.N. on sides with grey road numbers and class on cab sides.

End step handrails are painted grey, generally to the first post or connection to car body as the case may be. The remainder are black.

By 1973 two things were apparent, first the nearly 13' long CN logo tended to get lost on the 60 to 65 foot long car bodies of the M-630 or SD-40. Secondly the need to distinguish the new comfort/safety cab developed by the Canadian National working with the locomotive engineers Union and MLW.

This new wide nose cab with its three exits, toilet, hot plate and refrigerator first appeared on the C.N. as 2500, an MLW M420, quickly followed by the Diesel Division GM of Canada GP38-2 number 5560. The D.D. wide nose cab is slightly larger due partly to the frame on the GM locomotives being lower.

When 2500 was delivered a new more striking arrangement of the black, grey, orange painting was applied. The cab is orange on all four sides with anti-glare

black low hood top and a 70" wide C.N. logo. The cab roof is black as is the remainder of the basic car body, grey 48" wide (horizontal dim.) stripes at 45° alternate down each side, right side stripes slope up to the rear and left side stripes up to the front. The rear end is orange with a 55" C.N. logo.

This paint scheme can be applied to any locomotive as reference to the drawing section of RAIL CANADA will show, and is an excellent solution to the long engine small logo problem. Three or four units on a train are quite a sight.

Enough said about painting for the moment, the photo captions and drawings should make the foregoing quite a bit clearer.

What types of engines rolled on the rails of the Canadian National after the NW-2, S2 and F units arrived could be much more interesting to read about.

Canadian National offered the train watcher a very broad variety of diesels from the early 50's until the late 60's. Three different manufacturers' locomotives were built in Canada for the C.N. The EMD line was built at London, Ontario by General Motors Diesel Ltd., now Diesel Division G.M. of Canada, the Alco line was built by Montreal Locomotive Works. MLW (now Canadian owned by Bombardier, the Ski-Doo people) still continues to produce modified versions of several Alco locomotives plus their own second generation designs. Fairbanks Morse (the Trainmaster people) had their designs built by The Canadian Locomotive Company of Kingston, Ontario.

Most notable of the C.N. diesels but no longer in service was the FM/CLC Trainmaster in 1955; the 12 cylinder opposed piston engine developed 2400 HP. several years before the GM GP35's 2500 HP. or Alco's RS-27 or C-424 with 2400 HP. Numbered 3000 and later 2900 the CLC built H-24-66 had a short life on the C.N. being retired in 1966.

During 1950 two Alco PA-1 units numbered 9077 & 78 in green and gold paint very similar to the MLW FA-1 No. 9400, demonstrated unsuccessfully on the C.N. system. A MLW-GE DIESEL ELECTRIC herald was used on the nose below the familiar green stripes, a review of drawing D-12 will show this engine in C.N. colours but lacking the railway name.

The logo for the PA-1 shown on drawing D-12 was drawn by Greg Kennelly of Vancouver as were some of the early style heralds for the U.S. lines.

Other demonstrators included an RSD-17 by MLW which looked much like the Alco highhood RSD-15. This unit ran in CN colours with road name and was painted much like the RS-18 units done in the green and yellow. The unit tested on the CPR, PGE, and CNR before returning to the CPR where it remained.

The mak diesel mechanical switcher from Kiel, Germany also tested on the Canadian National unsuccessfully for a time and then returned to Germany.

Several other units tested on the CN and most resulted in purchases. The FM CPA-24-5 brought the CLC/FM CPA-16-5 passenger diesels to Canada.

1975 also saw RS-18 units rebuilt using trucks from scrapped RSC-13 units and the resultant RSC rated at 1400 HP. The units operate in the Halifax area freeing SW-1200 RS units for work in Western Canada.

The CN operates most of its MLW units east of Montreal and it is a rare sight to spot a non GM unit in the West.

At this time I would like to express my special thanks to the following people who helped make this volume possible.

George Harrop, a friend and C.P.R. modeler from North Vancouver. His assistance with many of the photo captions was invaluable.

Jim Hope of Trail, B.C., whose camera roams the Western mountain country looking for locomotives to photograph.

Greg Kennelly, a model railroader from Vancouver whose interest lead to the HO and N scale decals now available for the ALCO/MLW/GE PA-1 painted in C.N.R. colours. Greg's comments and knowledge helped the author maintain his sense of direction.

David Reuss of North Vancouver for his many constructive comments and assessments.

Also to Beaver Decalcomania of Montreal who provided much of the basic material reproduced throughout this volume on the many drawing pages.

CN

CN

CANADIAN NATIONAL

CANADIAN NATIONAL

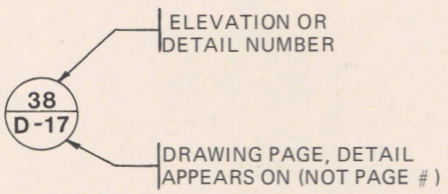
CANADIAN NATIONAL

CN

CN logo – red maple leaf, yellow circle, box and lettering. Black background.

CN logo – gold, yellow or green background, red maple leaf and white circle & letters.

THESE ARE THE LOGO'S USED ON CANADIAN NATIONAL DIESELS SINCE 1946.



USE OF DETAIL SYMBOL

The drawings that follow are representative outlines of the diesel locomotives that have or still are running on the Canadian National Railway System since 1938. The older pre 1961 paint schemes shown have been made by using photographs for information. The paint schemes since 1961 are dimensioned and are based on Canadian National drawings in the authors library.

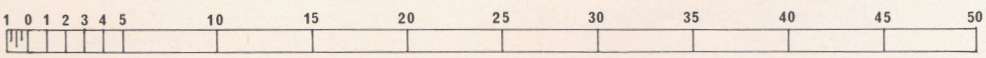
The scale rule shown below should aid a modeler in locating painting details on the older schemes.

This is the style of numbers used on CN diesels since 1961. With special exceptions all were painted grey.

5002 — 15″ NUMERALS

GF-30a — 3″ LETTERS AND NUMBERALS

The space between numbers will be one-quarter of the height of the numbers, except for the spaces PRECEEDING the figure one and FOLLOWING the figure seven, where the space will be reduced by one sixteenth of the height of the letter.



SCALE RULE, EXCEPT FOR HO SCALE DRAWINGS.

©
RAIL CANADA vol.I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject – DIESEL LOCOMOTIVES
Section – PROTOTYPE DATA
Railway – CANADIAN NATIONAL

Date: 1-29-76	By: D.C.L.	Drg.№. PD-3

CANADIAN NATIONAL

EMD F3, V-1-A-a 9002
114 Tons 1500 hp.

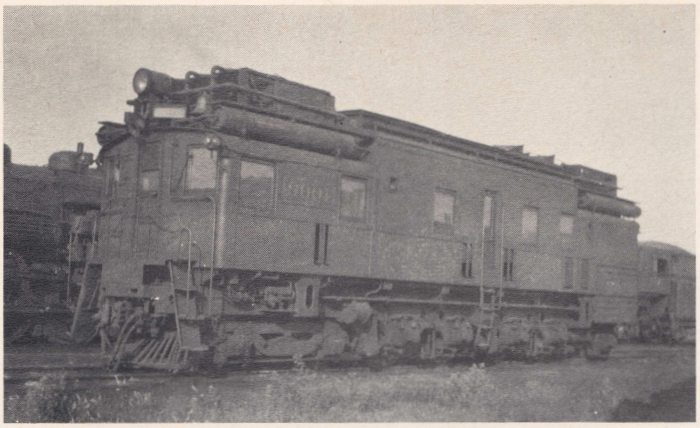
The first covered wagons arrived on the CN system in May, 1948, and the photo above shows the original paint scheme applied. The maple leaf herald is about 24" in diameter, the outer circle is white trimmed with two fine black outlines, as is the red maple leaf set on a gold background, and the letters CNR are in white.

The GOLD on the nose top, side panel and road name is GOLD LEAF. Both the side panel and lettering are outlined in black, but not the nose top. Other painting details are black side skirts and lower portion of pilot, kick plates below both side doors are natural stainless steel, the edges of the anti-climber are gold, and handrails green. Special note should be taken of the chicken wire side screens on the A and B units in this photo.

Road numbers located in the middle of the gold side panels are white with black centers.

These EMD units proved exceptionally durable with six A units and one B unit still in service as of the March 1st, 1974 roster. One F3A unit, GTW 9013 was rebuilt at CN's Transcona shops to F9 rating and renumbered 9171, so an F3, though somewhat modified will likely run on the CN for many more years to come.

A review of pages 12, 14, & 17 will show the four paint schemes applied to the F3. Who said diesels couldn't last as long as the steamers?, some CN F3 units may prove them wrong.



9001 The first passenger diesel locomotive in North America and quite possibly the world was this box cab locomotive. Delivered to C.N. in 1928 as two separate units and paired as number 9000. The two unit set hauled the Toronto-Montreal passenger train during the early thirties. Drawings, photographs and operating description will be included in a later volume of RAIL CANADA.

JIM HOPE COLLECTION

9000 The second diesel to carry this number. Special note should be made of the striping on the nose. This F-3 unit appears to have been repainted to yellow from the original gold leaf.

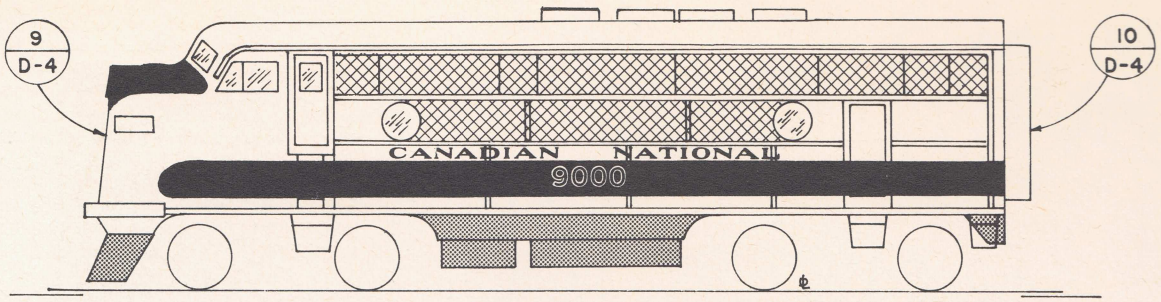
LORNE PERRY

9005 Winter light reflects from the gold leaf nose and shows the narrower green stripes and the black pin striping quite clearly coming to a point, at the top of the nose door.

LORNE PERRY

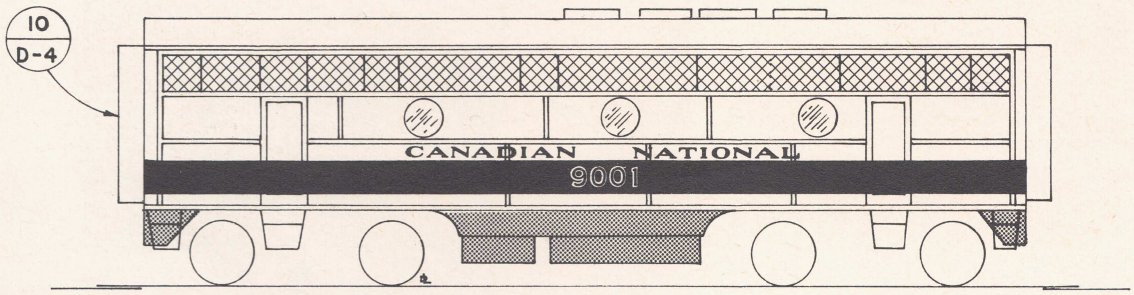
9002,03 Between winter assignments at Brockville, Ontario in March 1950. These F-3A units show the wire covering along the sides.

JIM HOPE



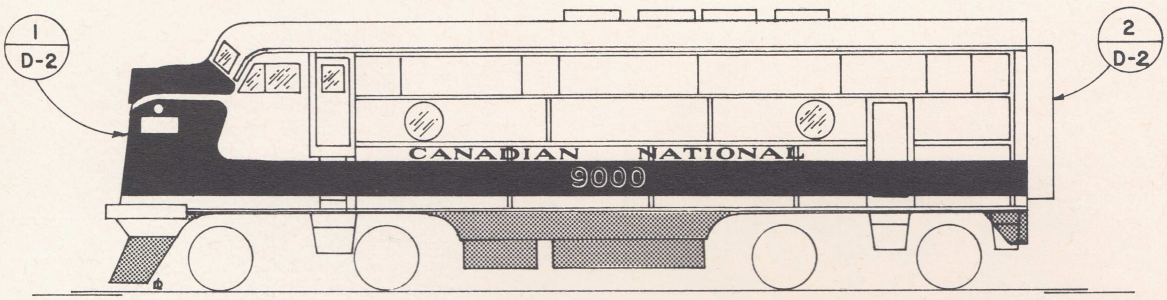
CNR,V-1-A-a ,F3A.

GOLD BLACK GREEN



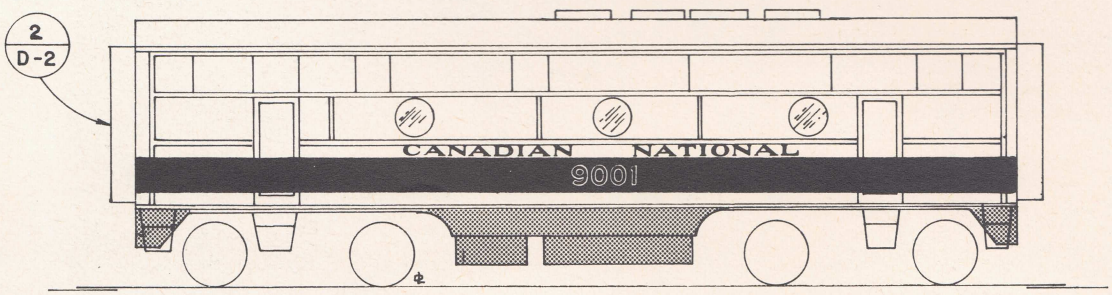
CNR,V-1-B-a ,F3B

GOLD BLACK GREEN



CNR,GFA-15a,F3A

GOLD or YELLOW BLACK GREEN



CNR,GFB-15a,F3B

GOLD or YELLOW BLACK GREEN

RAIL CANADA vol.I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

SUBJECT – DIESEL LOCOMOTIVES
SECTION – OUTLINE DRAWINGS
RAILWAY – CANADIAN NATIONAL

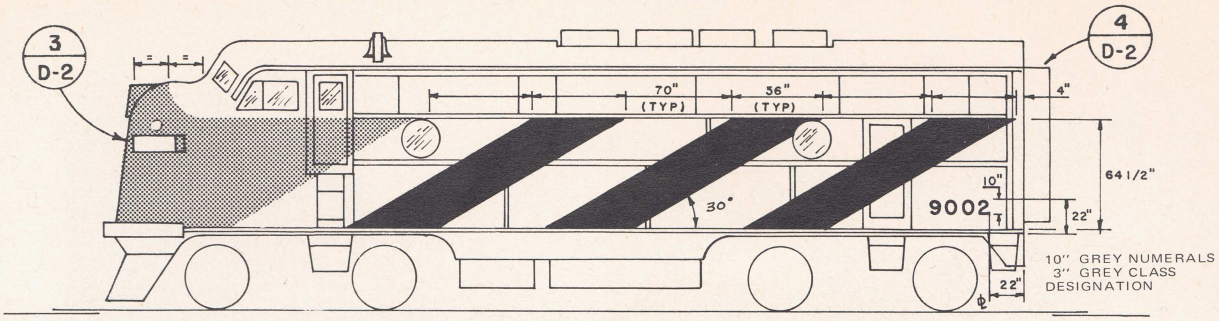
Date: 3-9-74 | By: D.C.L. | Drg.No. D-1

JIM HOPE

9108 Above, at Kamloops Junction. When compared with 9032 on page 15 you will note the bell added behind the cab side door on the roof, the newer style herald on the front door in addition to the changed style of the road numbers.

9114 Below taken at Calgary May 10, 1959, sports unique spark arrestors and clearly shows the unpainted stainless steel grill work. The winterization hood on the rear fan puts warm air back into the car body for cold weather operation. Both units have dynamic brakes indicated by the fan just behind the roof mounted bell.

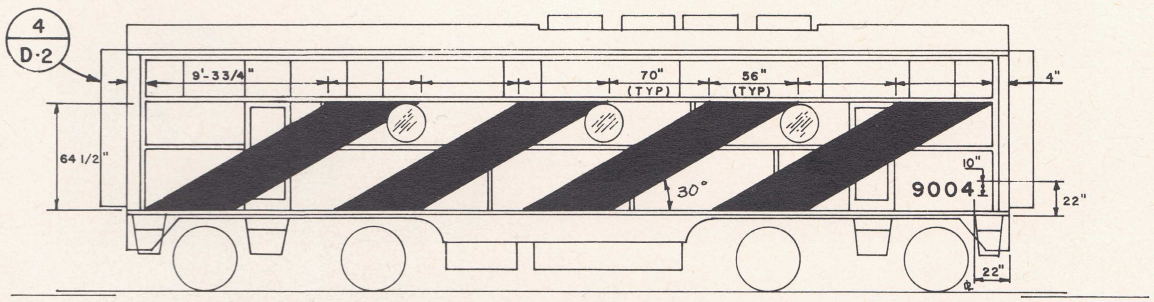
NOTE: SIDE GRABIRONS GREY



CNR, GFA-15a, F3A

ORANGE BLACK GREY

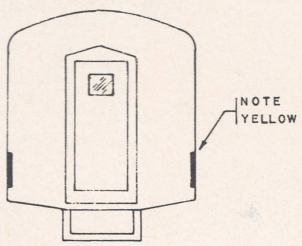
NOTE: SIDE GRABIRONS GREY



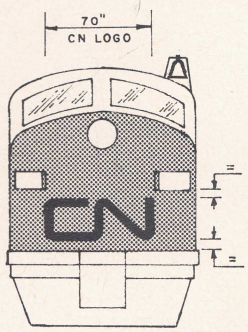
CNR, GFB-15a, F3B

BLACK GREY

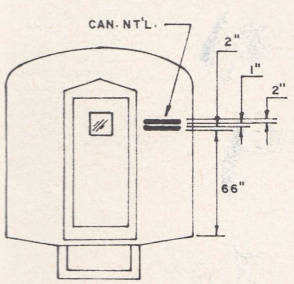
1 D-1 1 D-3



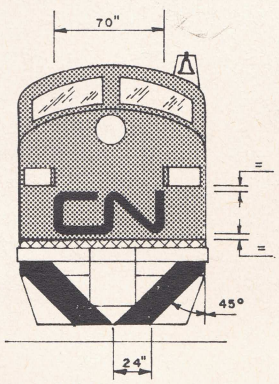
2 D-1 2 D-3



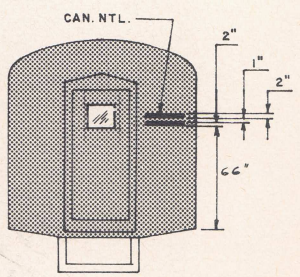
3 D-2 3 D-3



4 D-2 4 D-3



5 D-4



6 D-4

RAIL CANADA vol. I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

Date: 3-12-74	By: D.C.L.	Drg. Nº. D-2

LORNE PERRY

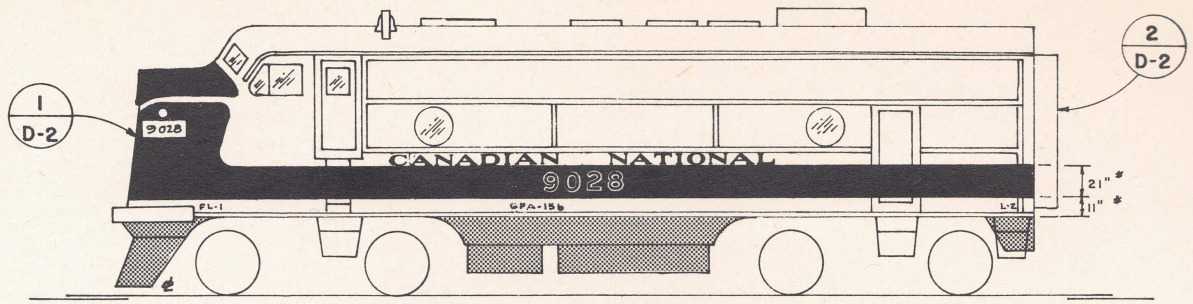
9032,33 Early F7A and B's, these like new units show the green stripes joining at a point midway between the nose door and the headlight, also note the older style herald, and black on white road numbers. Grab irons on the nose and car body are green.

THE AUTHOR

9120 in the now familiar orange, black and grey paint of the C.N. awaiting train orders at the Vancouver engine terminal in August 1966. Placement of logo and mountain rock lights are shown here.

9112 taken at Kamloops Junction in July 1963 coupled with a "GEEP" shows much the same details as 9120 from the opposide side. Grab irons on the nose are orange and on the side grey.

JIM HOPE



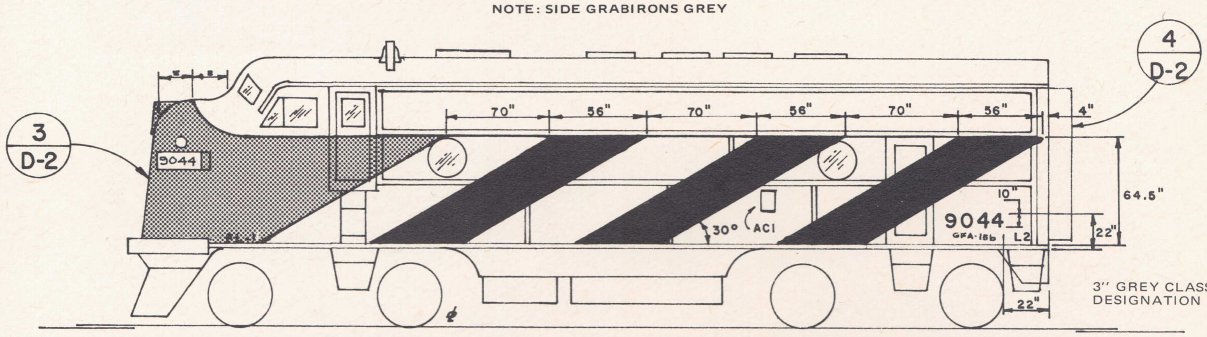
CNR, GFA-15b, F7A

YELLOW BLACK GREEN

CNR, GFB-15b, F7B

YELLOW BLACK GREEN

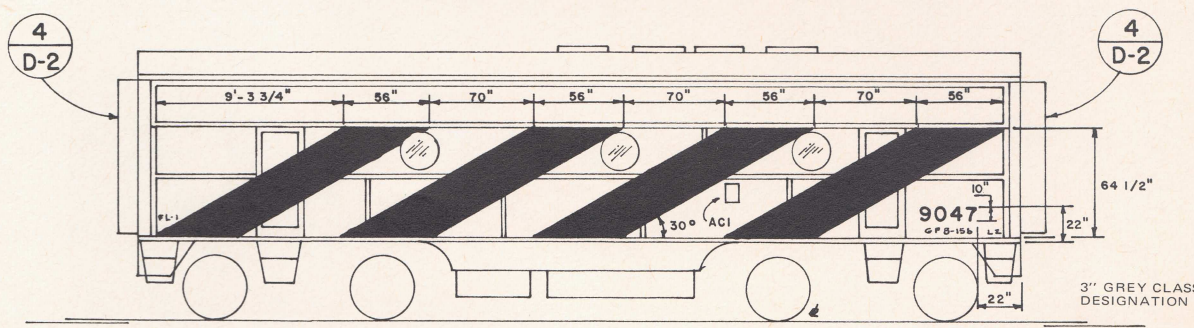
NOTE: SIDE GRABIRONS GREY



CNR, GFA-15b, F7A

ORANGE BLACK GREY

NOTE: SIDE GRABIRONS GREY



CNR, GFB-15b, F7B

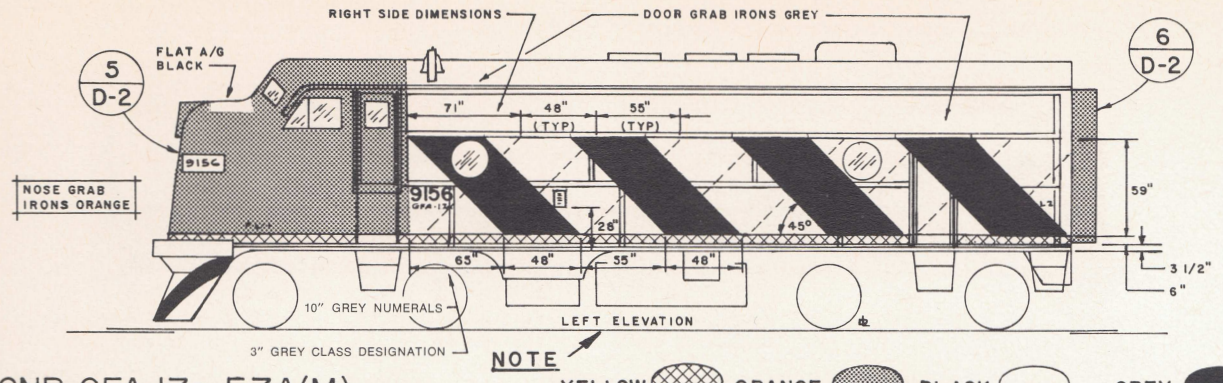
BLACK GREY

RAIL CANADA vol. I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject – DIESEL LOCOMOTIVES
Section – OUTLINE DRAWINGS
Railway – CANADIAN NATIONAL

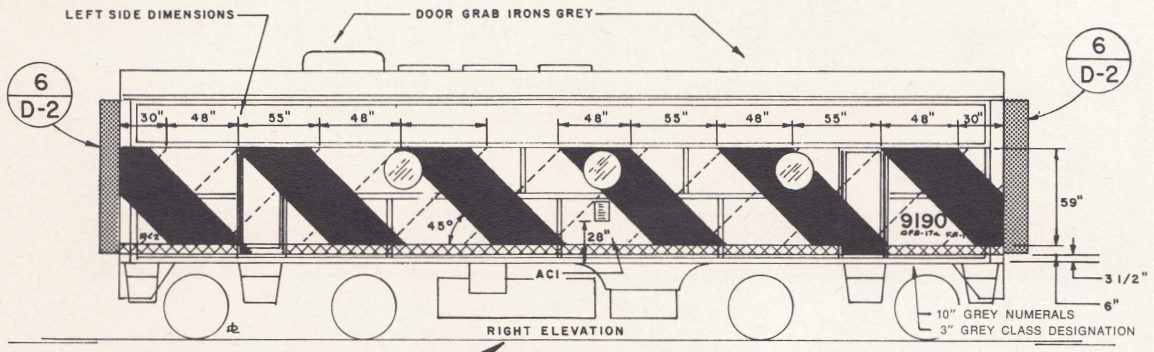
Date: 12-12-73	By: D.C.L.	Drg. No. D-3



CNR, GFA-17a, F7A(M)

NOTE

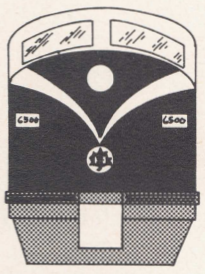
YELLOW ORANGE BLACK GREY



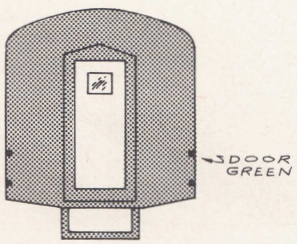
CNR, GFB-17a, F7B(M)

NOTE

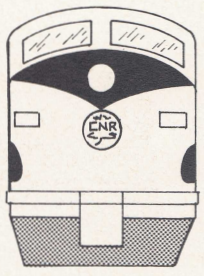
REFLECTIVE YELLOW ORANGE BLACK GREY



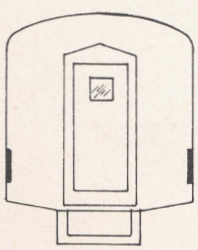
7 D-5



8 D-5



9 D-1



10 D-1

11 —

12 —

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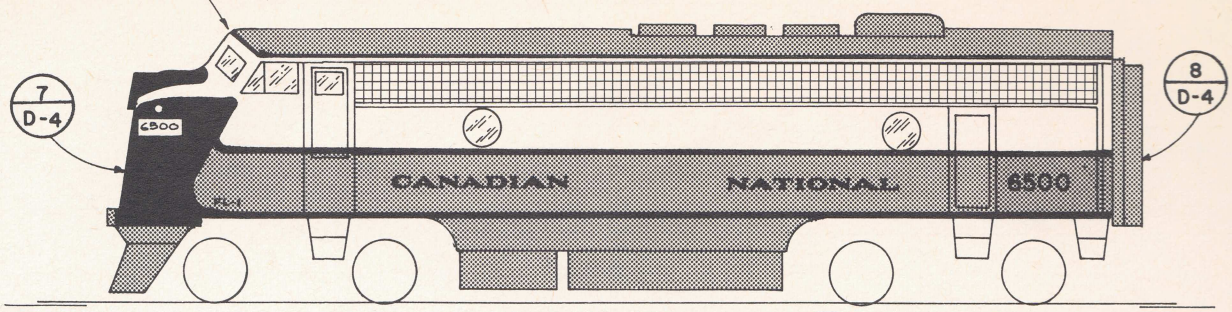
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

Date: 10-6-74	By: D.C.L.	Drg. Nº. D-4

TRUCKS AND UNDERFRAME BLACK
8" YELLOW LETTERS
10" YELLOW NUMERALS

NOTE: YELLOW STRIPING AT EDGE OF BLACK ON ROOF

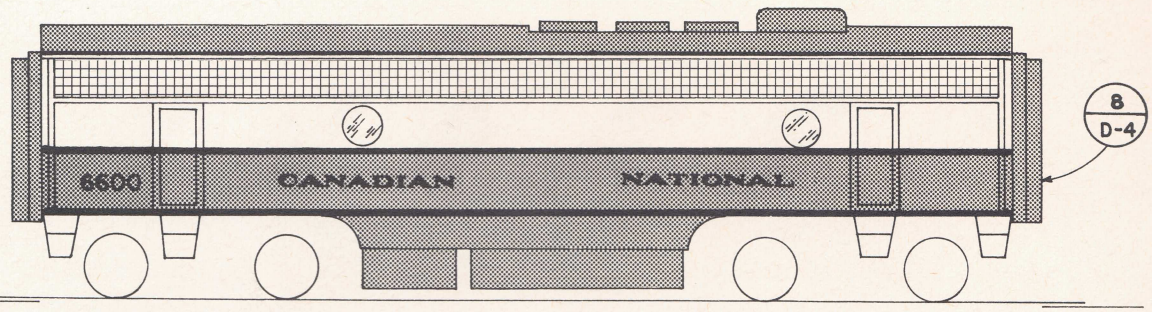


CNR, GPA-17a, FP-9A

YELLOW BLACK GREEN SILVER

TRUCKS AND UNDERFRAME BLACK
8" YELLOW LETTERS
10" YELLOW NUMERALS

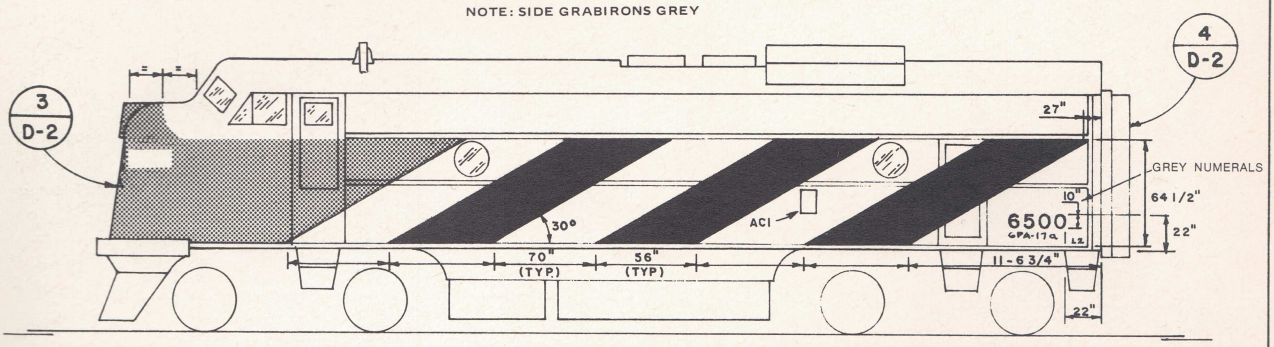
NOTE: YELLOW STRIPE AT EDGE OF BLACK ON ROOF



CNR, GPB-17a, F9B

YELLOW BLACK GREEN SILVER

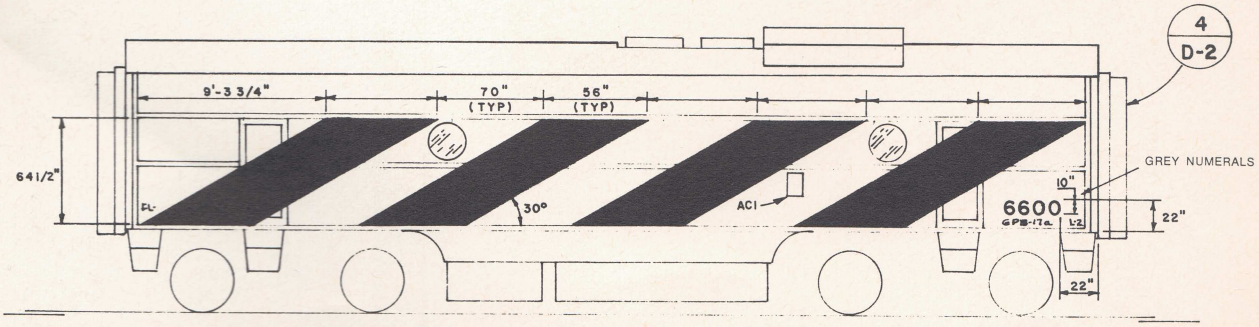
NOTE: SIDE GRABIRONS GREY



CNR, GPA-17a, FP-9A

ORANGE BLACK GREY

NOTE: SIDE GRABIRONS GREY



CNR, GPB-17a, F9B

BLACK GREY

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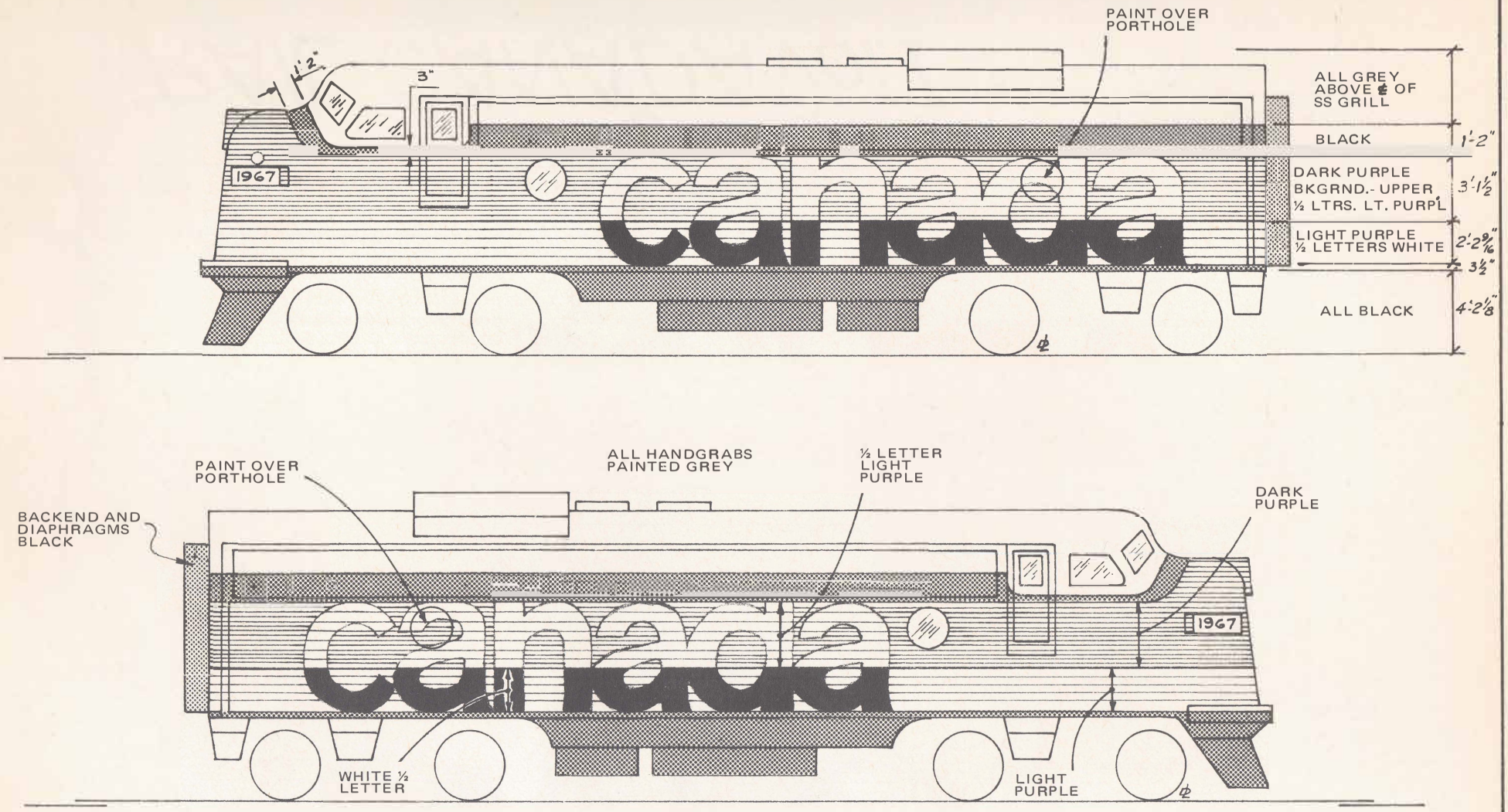
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Section – OUTLINE DRAWINGS
Subject – DIESEL LOCOMOTIVES
Railway – CANADIAN NATIONAL

Date: 3-10-74	By: D.C.L.	Drg. No. D-5



CNR, GPA-17a, FP9A (6509) Rear unit on CONFEDERATION TRAIN During 1967

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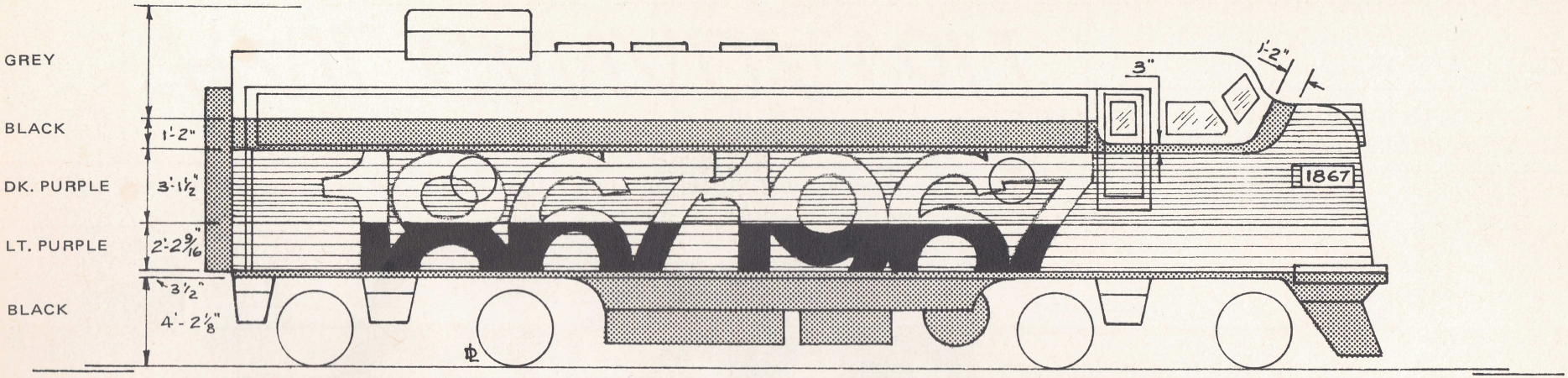
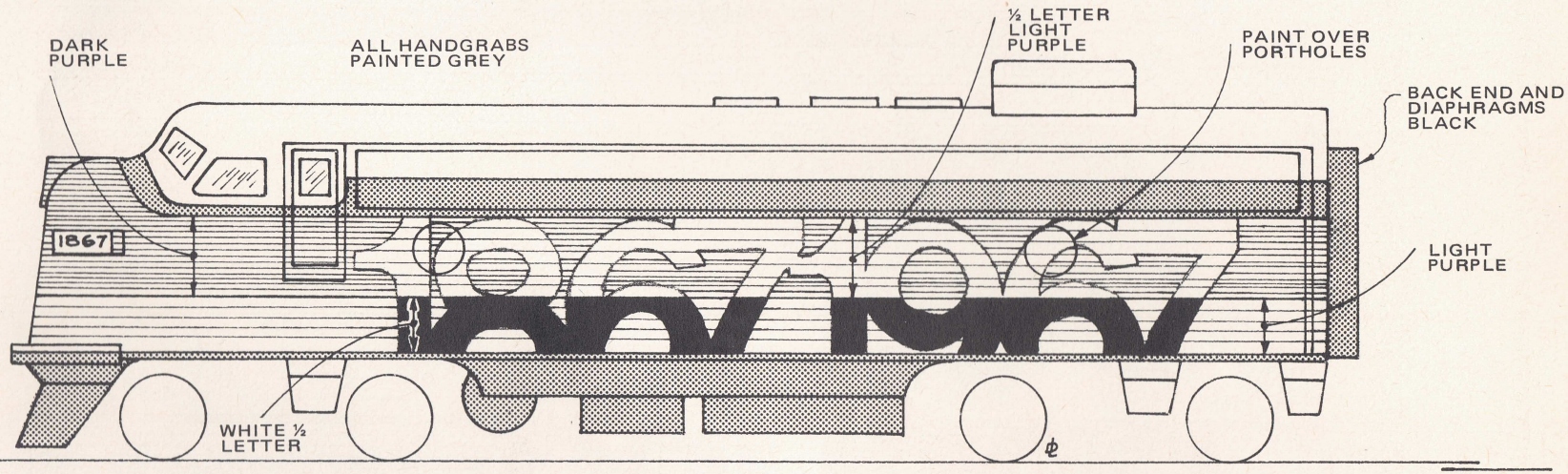
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject – DIESEL LOCOMOTIVES
Section – OUTLINE DRAWINGS
Railway – CANADIAN NATIONAL

Date: 11-26-75	By: D.C.L.	Drg. No. D-5A

A, 10-3-78
Revision





CPR, DPA-17a, FP9A (1411) Lead unit on CONFEDERATION TRAIN During 1967

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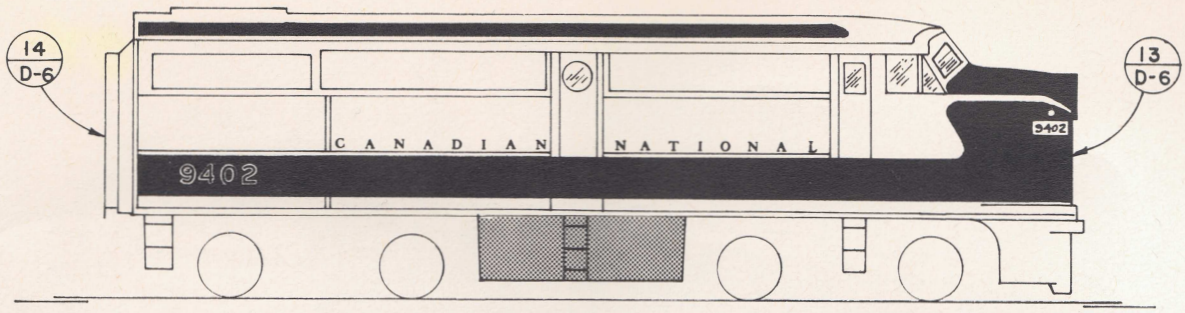
A, 10-3-78
Revision

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

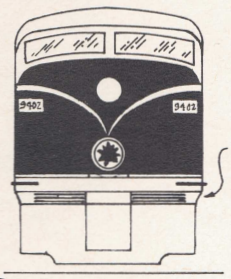
Subject – DIESEL LOCOMOTIVES
Section – OUTLINE DRAWINGS
Railway – CANADIAN PACIFIC

Date: 11-26-75 | By: D.C.L. | Drg. No. D- 5 B

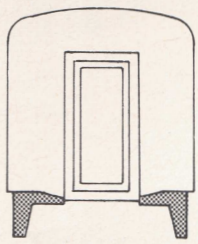


CNR, MFA-15a, FA-1

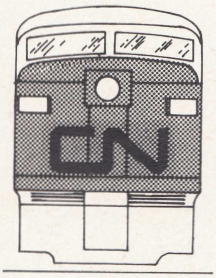
GOLD BLACK GREEN



13 D-6 13 D-7

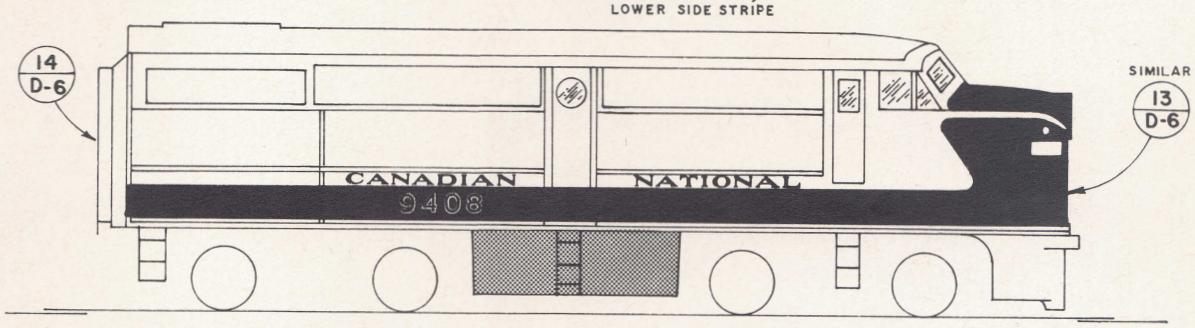


14 D-6 14 D-7 14 D-12



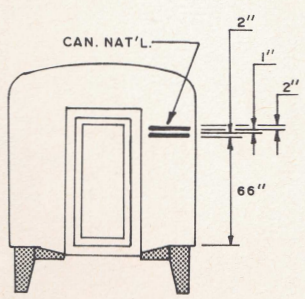
15 D-7 15 D-8 15 D-9

NOTE: NO ROOF STRIPE, LOWER SIDE STRIPE

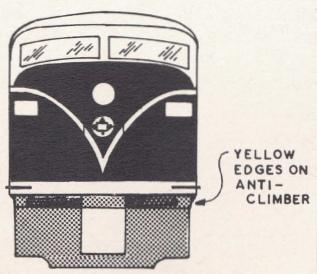


CNR, MFA-15a, FA-1

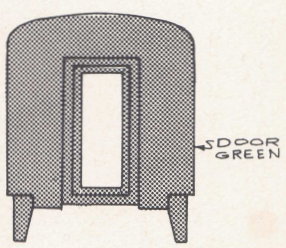
YELLOW BLACK GREEN



16 D-7 16 D-8 16 D-9



17 D-8



18 D-8

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PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject – DIESEL LOCOMOTIVES
Section – OUTLINE DRAWINGS
Railway – CANADIAN NATIONAL

Date: 3-11-74	By: D.C.L.	Drg. No. D-6

CANADIAN NATIONAL

LORNE PERRY

9400 MLW FA1 Class W-1-A-a
1500 HP 125 Tons

Second only to the PA-1 in popularity with modelers and rail buffs alike is this ALCO-MLW covered wagon.

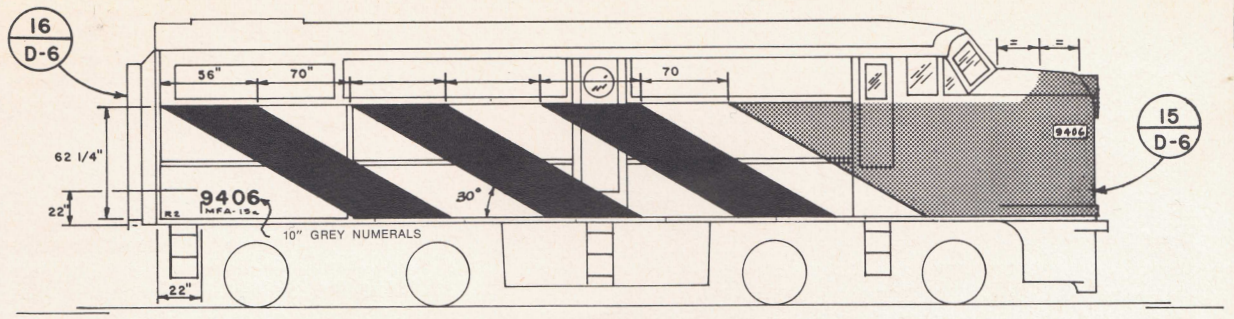
The first FA-1 saw service with the CNR in 1950 and lasted until 1968.

9402-03 Like 9400-01 above are shown here in the green and gold paint originally used by the CNR. Note the high location of the gold side stripe, the rounded edges on the number boards (lacking on the preserved FA-1 at Ottawa), black pinstrips and flags.

9406 Clearly shows the roof stripe, Gothic type lettering, and the road number and class under the radiator shutters.

All three photos show the green pilot and side grab-irons, black underframe and two trumpet style horns. All FA-1 units were eventually repainted in yellow and lettered like the later FA-2 and F-3's.

SIDE GRABIRONS GREY

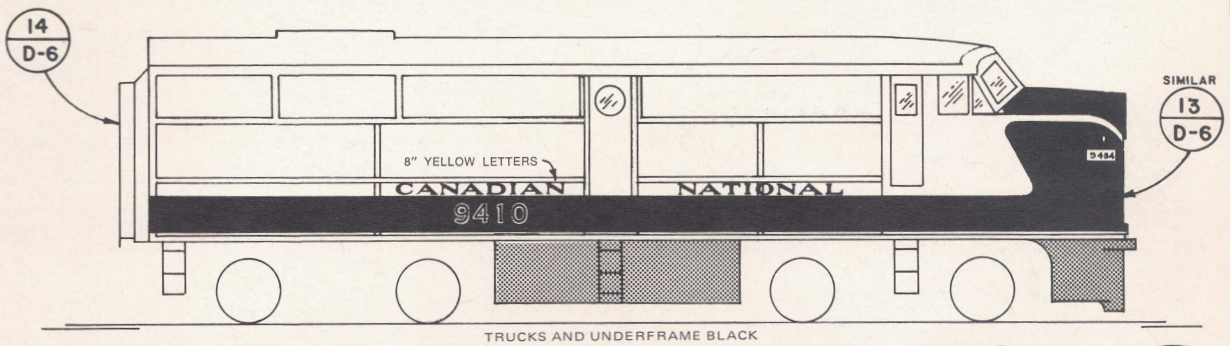


CNR, MFA-15a, FA-1

RED BLACK GREY

NO FB-1 UNITS ON THE C.N.

NOTE: ROAD No. BLACK ON WHITE ON YELLOW STRIPE

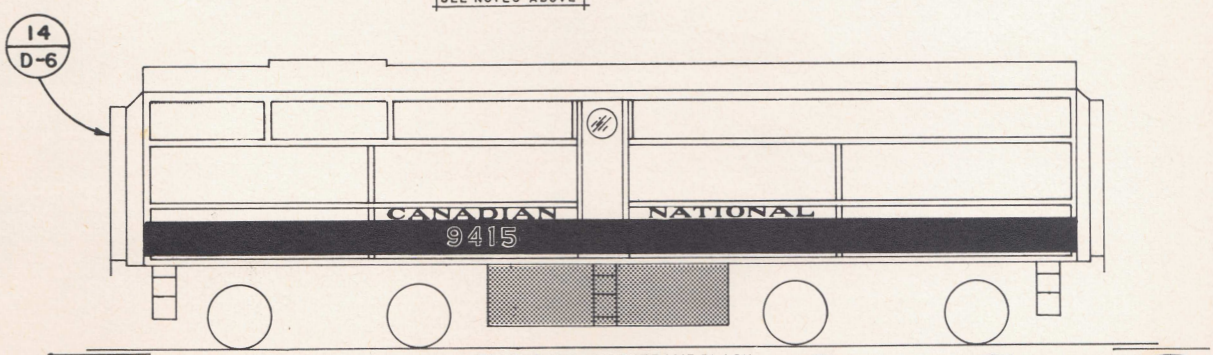


TRUCKS AND UNDERFRAME BLACK

CNR, MFA-16a, FA-2

YELLOW BLACK GREEN

SEE NOTES ABOVE



TRUCKS AND UNDERFRAME BLACK

CNR, MFB-16a, FB-2

YELLOW BLACK GREEN

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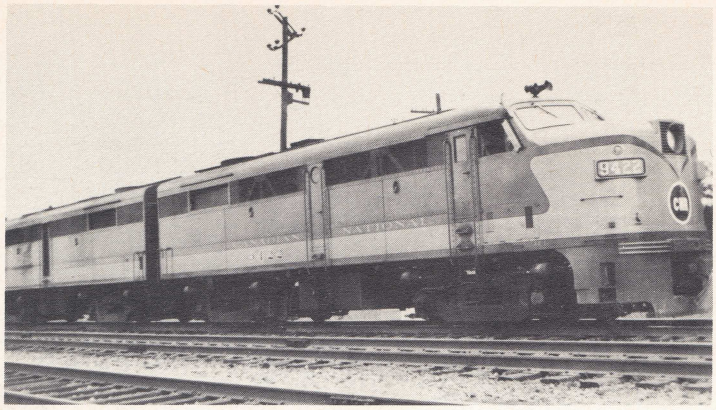
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

Date: 3-12-74	By: D.C.L.	Drg. № D-7



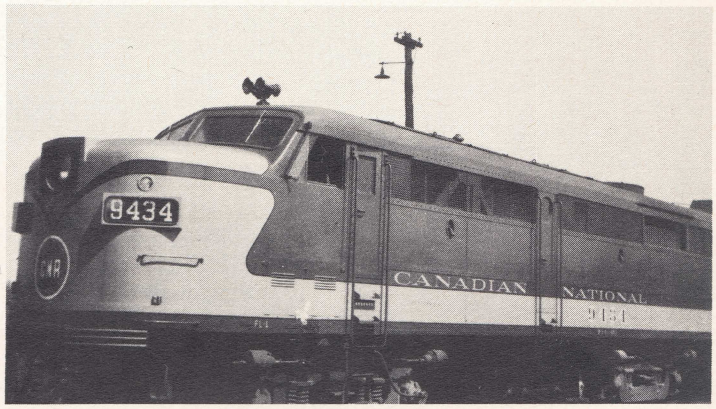
LORNE PERRY

9422 FA-2 in yellow and green has several features different from the earlier FA-1, notably square edged number boards, three chime horn, and lower yellow side stripe. A check with photos on page 22 will show how the lettering and number locations have changed.

9434 Unlike 9422 this FA-2 has a black pilot, both had anti-climber edges yellow. Most obvious spotting feature on these units was the location of the radiator shutters near the rear of the car body.

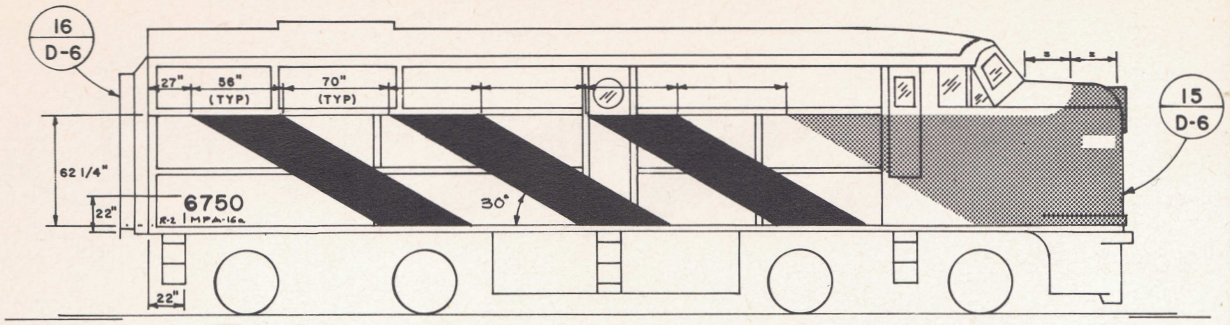
FPA-2, FPB-2 6707, 6708

Haul the "Super Continental" through this park like surrounding in eastern Canada. In contrast to the FA-2 note the stainless steel side grill work, nose stripes and herald style and location. Road numbers on the A unit are at the rear of the black side panel while on the B unit they are at the opposite end.



CANADIAN NATIONAL

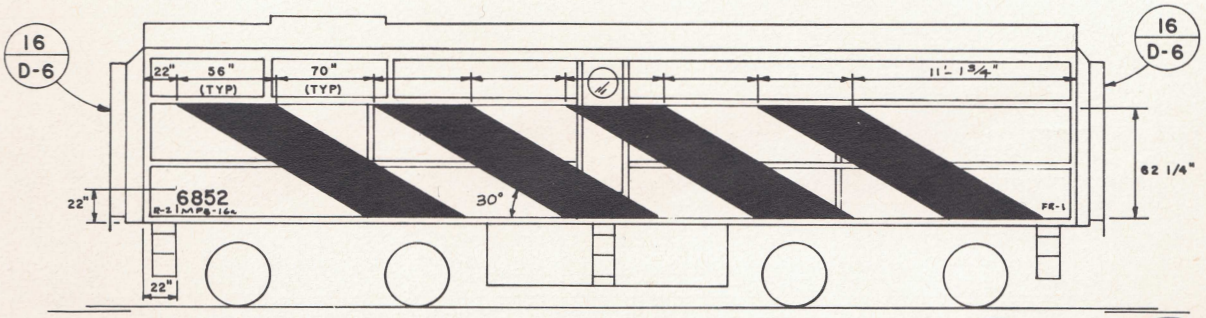
NOTE: SIDE GRABIRONS GREY



CNR, MPA-16a, FPA-2 (SAME DIMENSIONS FOR MFA-16a, FA-2)

ORANGE BLACK GREY

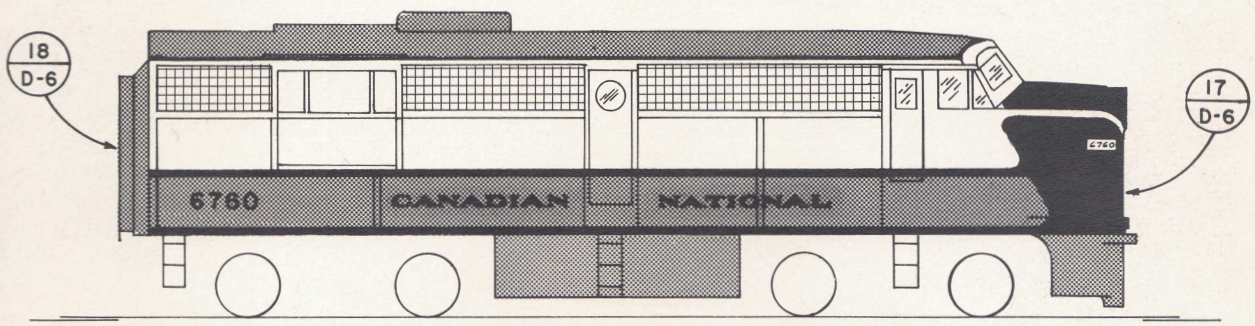
NOTE: SIDE GRABIRONS GREY



CNR, MPB-16a, FPB-2 (SAME DIMENSIONS FOR MFB-16a, FB-2)

BLACK GREY

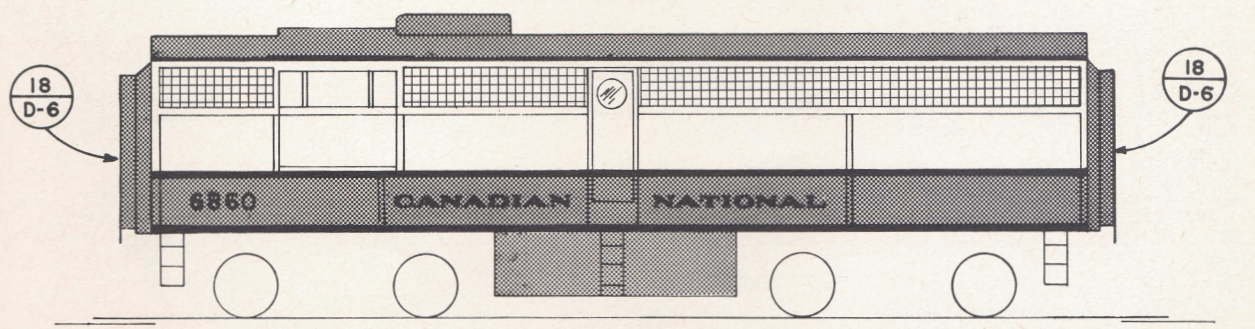
NOTE: SIDE GRABIRONS YELLOW
YELLOW STRIPE AT EDGE OF BLACK ON ROOF



CNR, MPA-18a, FPA-4 (SAME SCHEME USED ON MPA-16a, FPA-2)

YELLOW BLACK GREEN SILVER

NOTE: SIDE GRABIRONS YELLOW
YELLOW STRIPE AT EDGE OF BLACK ON ROOF



CNR, MPB-18a, FPB-4 (SAME SCHEME USED ON MPB-16a, FPB-2)

YELLOW BLACK GREEN SILVER

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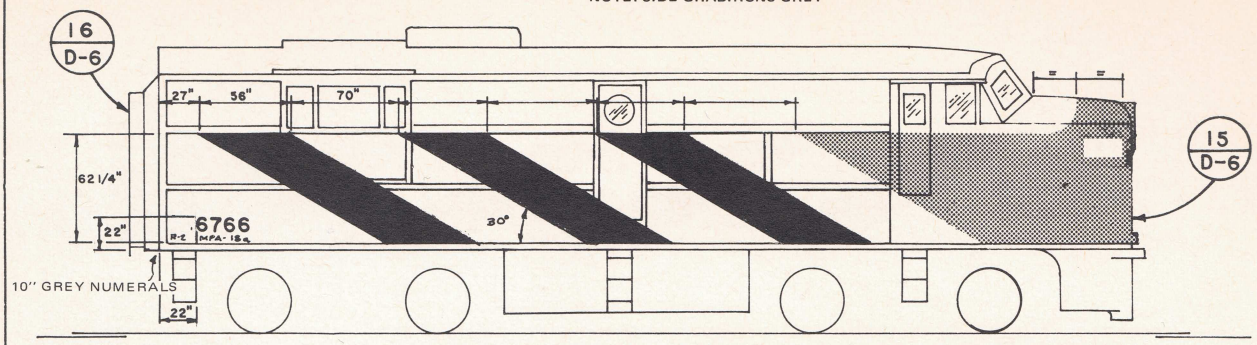
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

Date: 3-16-74	By: D.C.L.	Drg.No. D-8

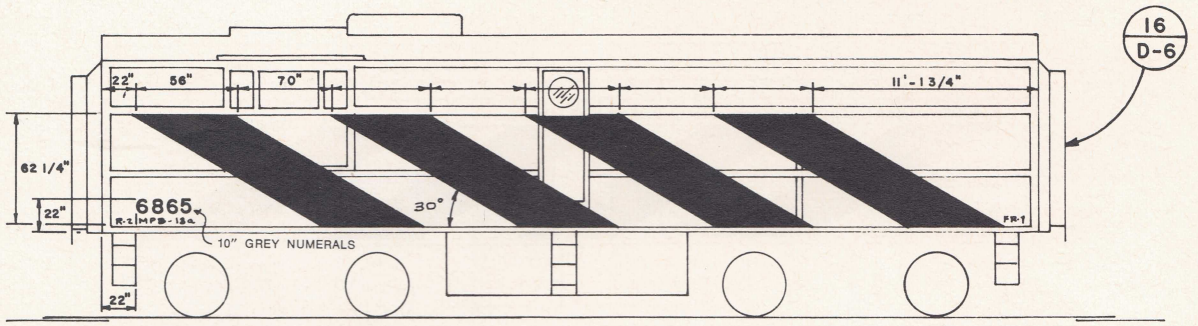
NOTE: SIDE GRABIRONS GREY



CNR, MPA-18a, FPA-4

ORANGE BLACK GREY

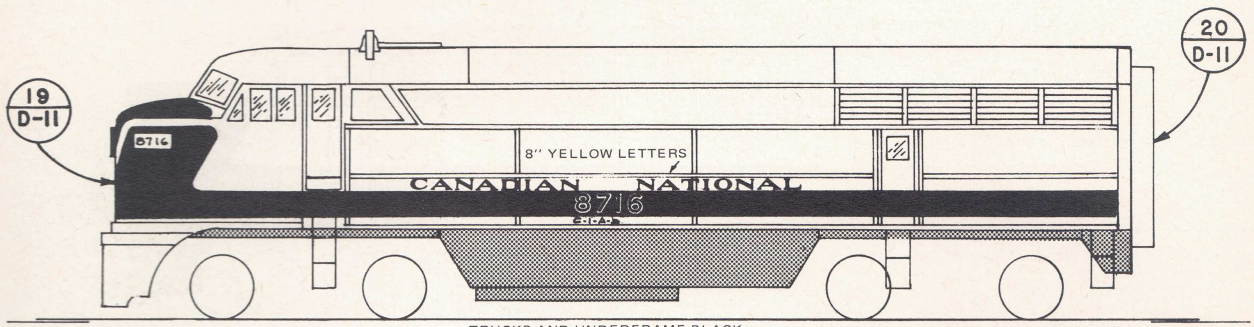
NOTE: SIDE GRABIRONS GREY



CNR, MPB-18a, FPB-4

BLACK GREY

NOTE: SIDE GRABIRONS YELLOW

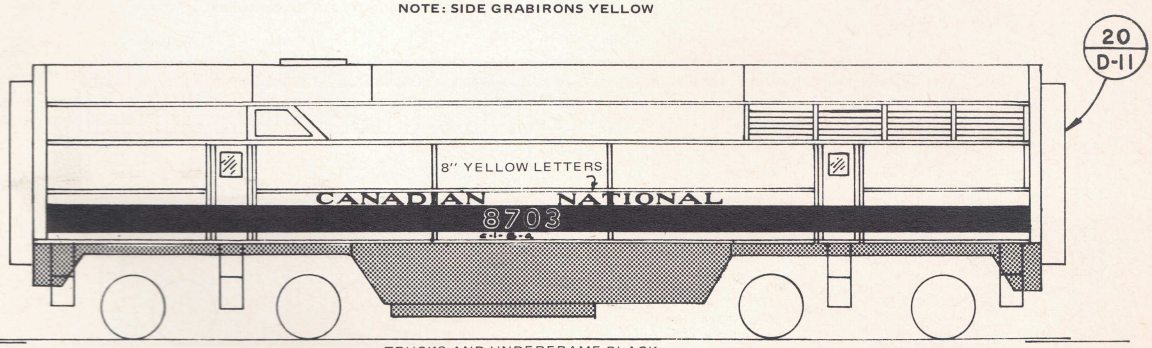


TRUCKS AND UNDERFRAME BLACK

CNR, C-I-A-b, CFA-16-4

YELLOW BLACK GREEN

NOTE: SIDE GRABIRONS YELLOW



TRUCKS AND UNDERFRAME BLACK

CNR, C-I-B-a, CFB-16-4

YELLOW BLACK GREEN

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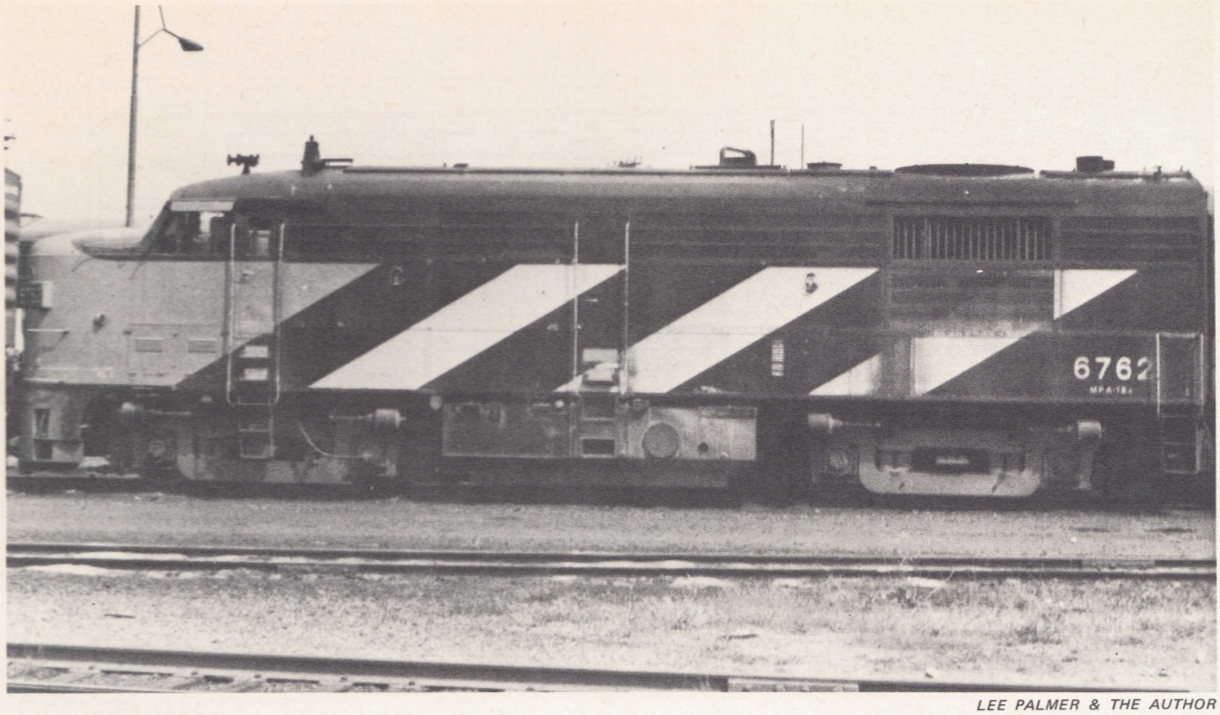
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject – DIESEL LOCOMOTIVES
Section – OUTLINE DRAWINGS
Railway – CANADIAN NATIONAL

Date: 3-18-74 | By: D.C.L. | Drg. Nº D-9



LEE PALMER & THE AUTHOR

6762 At the Vancouver Diesel Terminal in September, 1975 between runs on the "Super Continental". Unlike 6782 and 92 on the previous page no winterization hood is used on the radiator exhaust fan. The method of applying the 30° side stripes and locating the road numbers shows very well in this broad side view.

8730 Renumbered to 9330 later. This three quarter view shows the green stripes applied on the nose in an unusual manner due to the placement of the number boards, somewhat farther forward than the GMD or MLW covered wagons.

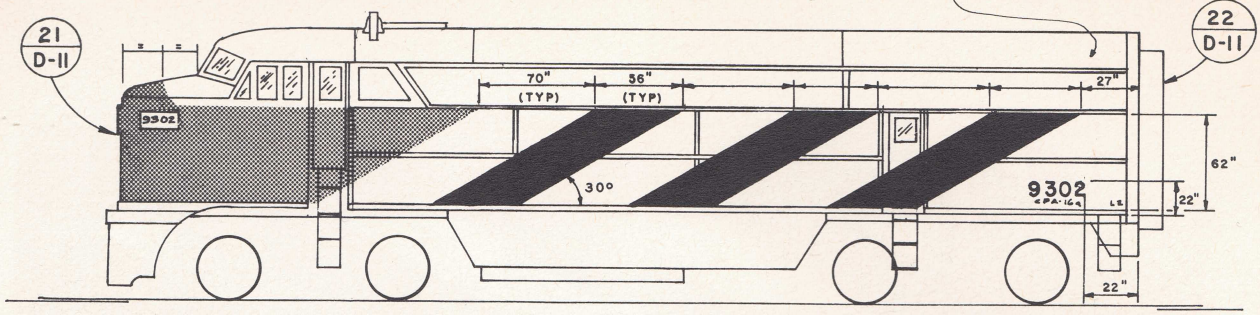
LORNE PERRY

8734 With the unit behind shows that the later CLC units had only one roof fan on the right side with two fans on the left. Note the blanked section of grill work above the rear side door. The pilot is black below the anticlimber as are the lower side skirts. All grab irons are yellow. A close look at the nose will show an all green top.

LORNE PERRY

SIDE GRABIRONS GREY

10" GREY NUMERALS
3" GREY CLASS DESIGNATION

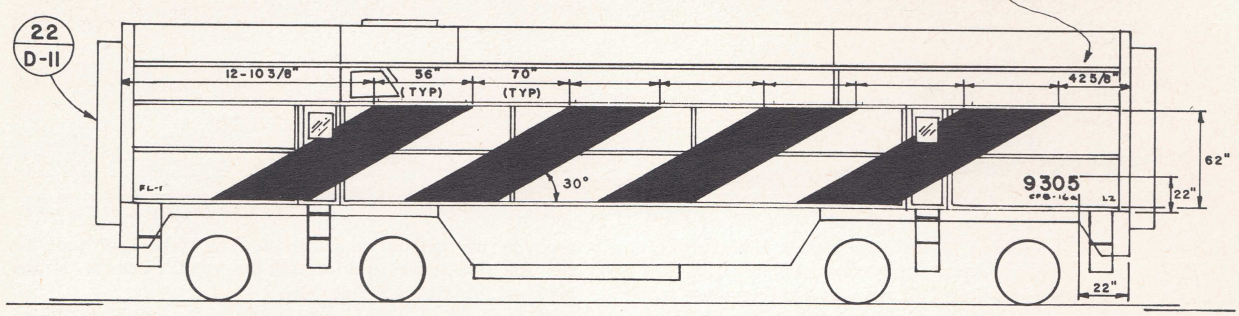


CNR, CFA-16a, CFA-16-4

ORANGE BLACK GREY

SIDE GRABIRONS GREY

10" GREY NUMERALS
3" GREY CLASS DESIGNATION

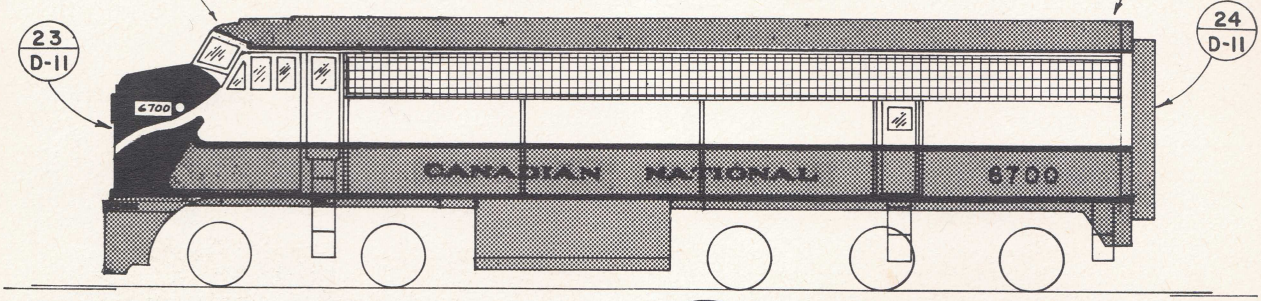


CNR, CFB-16a, CFB-16-4

BLACK GREY

YELLOW STRIPE AT EDGE OF BLACK ON ROOF
SIDE GRABIRONS YELLOW

TRUCKS AND UNDERFRAME BLACK
8" YELLOW LETTERS
10" YELLOW NUMERALS

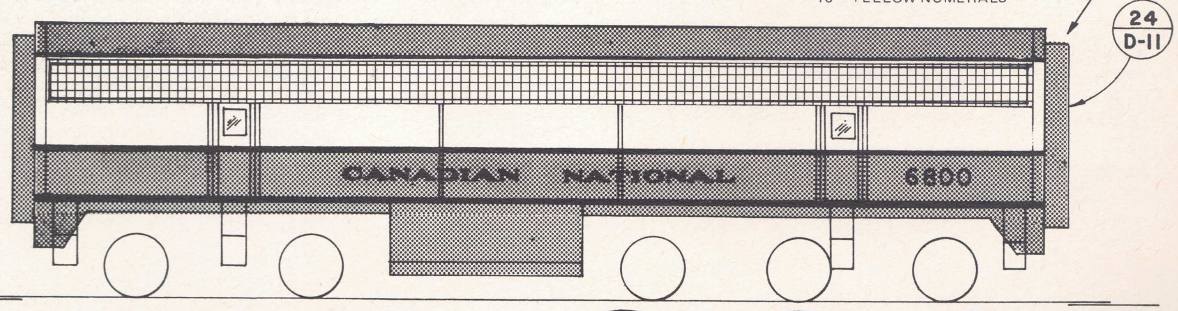


CNR, CPA-16a, CPA-16-5

YELLOW BLACK GREEN SILVER

YELLOW STRIPE AT EDGE OF BLACK ON ROOF
SIDE GRABIRONS YELLOW

TRUCKS AND UNDERFRAME BLACK
8" YELLOW LETTERS
10" YELLOW NUMERALS



CNR, CPB-16a, CPB-16-5

YELLOW BLACK GREEN SILVER

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PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject – DIESEL LOCOMOTIVES
Section – OUTLINE DRAWINGS
Railway – CANADIAN NATIONAL

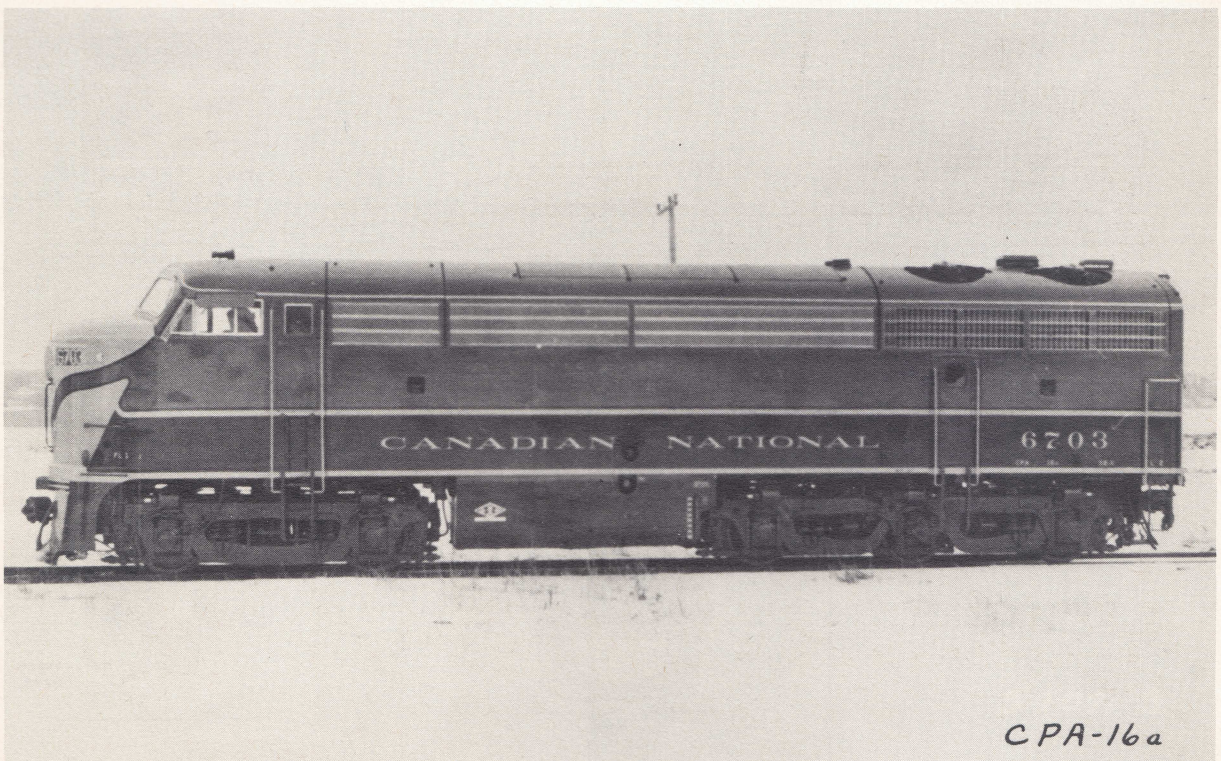
Date: 4-7-74	By: D.C.L.	Drg. Nº D-10

CANADIAN NATIONAL

6703 Rare CPA-16-5 with BB-A1A wheel arrangement, only 6 A units and 6 B units were manufactured, all for Canadian National, built in 1954-55 last units retired in 1969. The three roof fan configuration is apparent again but the blank side panel has a stainless steel grill over it.

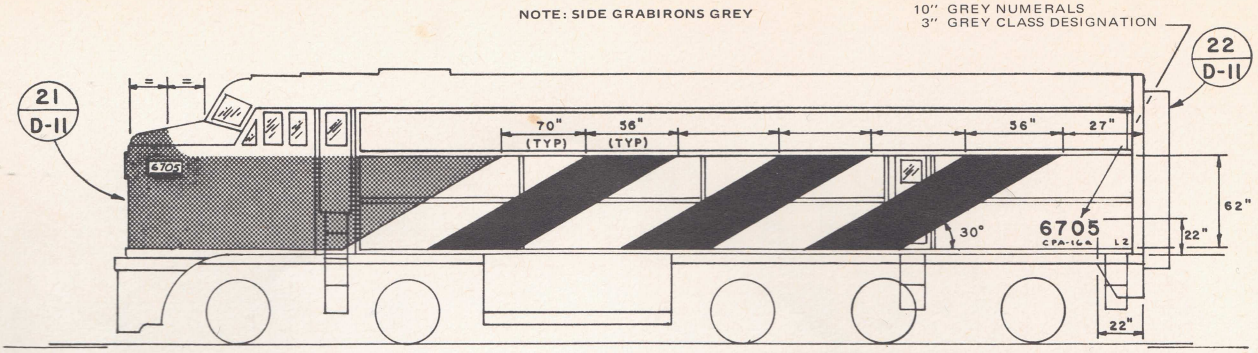
Unusual shaped stripes are the dominant feature on the nose, they join below the circular herald. Close examination of the black pin stripe shows it continues from the full length of the car body, above the yellow rivet line stripe, also note the angled yellow roof pin stripe above the cab windows.

CANADIAN NATIONAL



NOTE: SIDE GRABIRONS GREY

10" GREY NUMERALS
3" GREY CLASS DESIGNATION

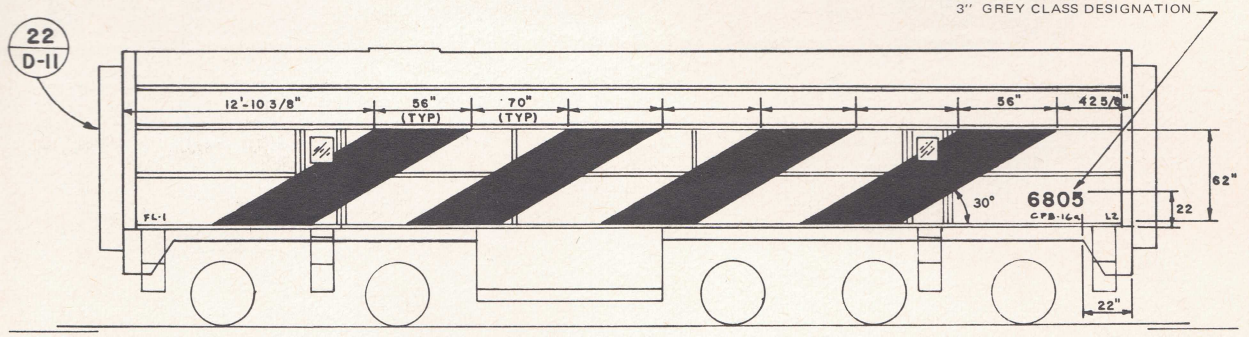


CNR, CPA-16a, CPA-16-5

ORANGE BLACK GREY

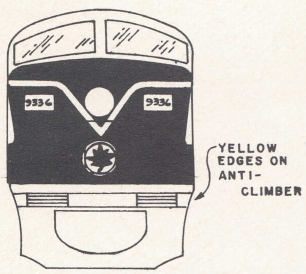
NOTE: SIDE GRABIRONS GREY

10" GREY NUMERALS
3" GREY CLASS DESIGNATION

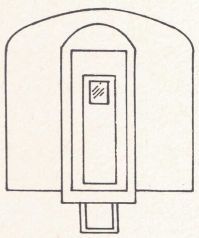


CNR, CPB-16a, CPB-16-5

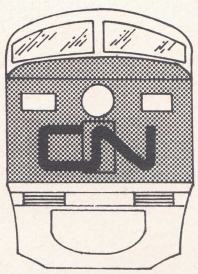
BLACK GREY



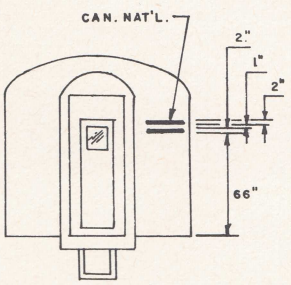
19 D-9



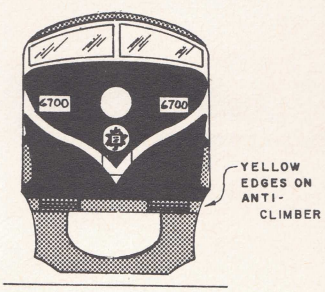
20 D-9



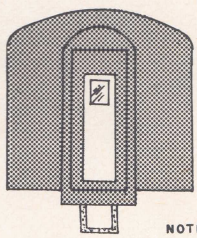
21 D-10 21 D-11



22 D-10 22 D-11



23 D-10



24 D-10

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PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject – DIESEL LOCOMOTIVES
Section – OUTLINE DRAWINGS
Railway – CANADIAN NATIONAL

Date: 4-10-74	By: D.C.L.	Drg.Nº. D-11

CANADIAN NATIONAL

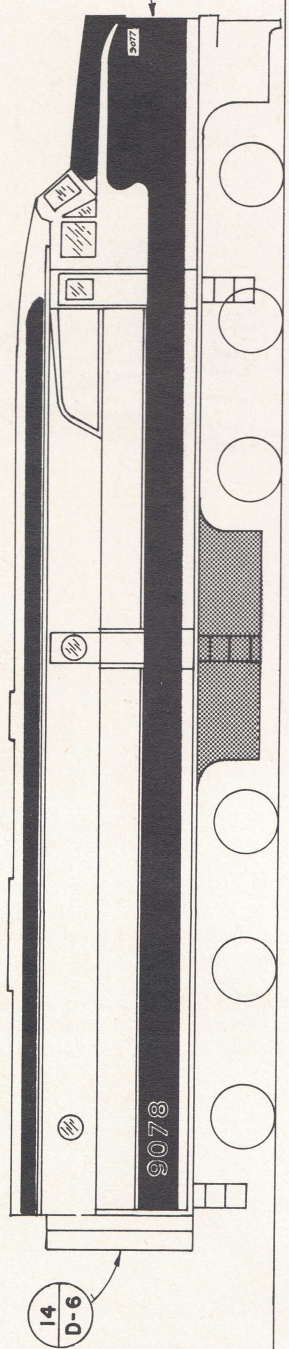
9078, 9077 A late afternoon winter sun reflects from the gold nose of two Alco PA-1s at the west end of Winnpeg's Union Station. Canadian National's Fort Garry Hotel rises in the distance.

While all the gold on the body is pin striped with black the gold roof stripe is not. Grab irons are green and the fuel tank skirts appear to be green also.

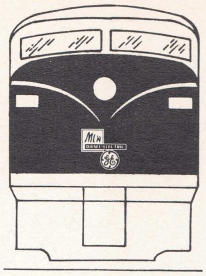
Though the PA is a favorite of railbuffs everywhere they didn't find favor with the CN and were returned to Alco after extensive testing in the early 50's.

MLW DIESEL-ELECTRIC

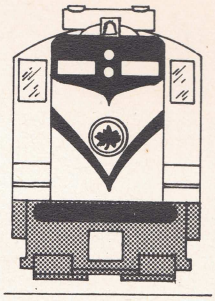
DATA BY GREG KENNELLY



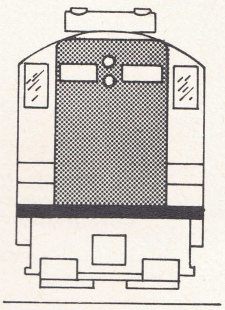
GOLD BLACK GREEN



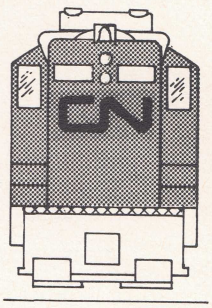
25 D-12



26 D-13 / 26 D-14

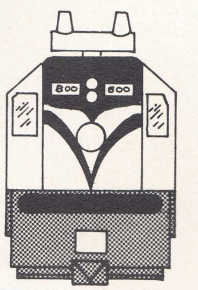


27 D-14

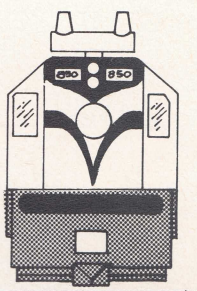


28 D-14 / 28 D-15

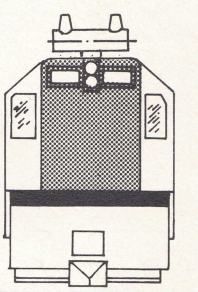
NOTE: NUMBER BOARD & HEADLIGHT LOCATION ON NEWFOUNDLAND UNITS



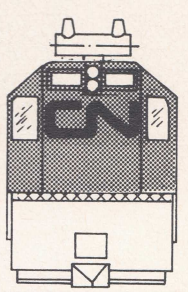
29 D-15



29 D-15



30 D-15 / 30 D-17



31 D-15 / 31 D-17

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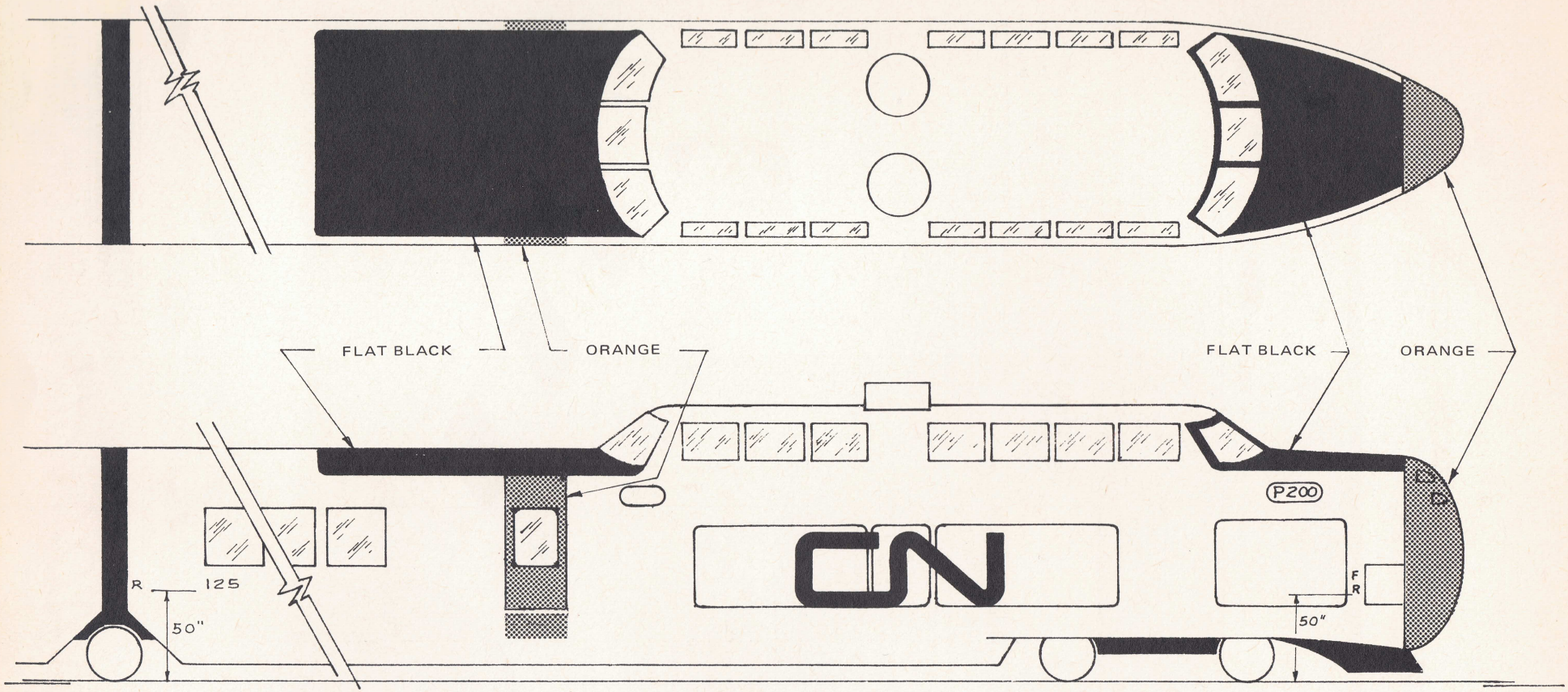
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject – DIESEL LOCOMOTIVES
Railway – CANADIAN NATIONAL
Section – OUTLINE DRAWINGS

Date: 7-3-74	By: D.C.L.	Drg.Nº. D-12



TRUCKS, UNDERFRAME EQUIPMENT, LETTERS, NUMERALS, & MONOGRAM BLACK

CAR BODY - OFF WHITE.

CNR, TURBO TRAIN, By UNITED AIRCRAFT

12-18-78
11-22-1975
REVISED

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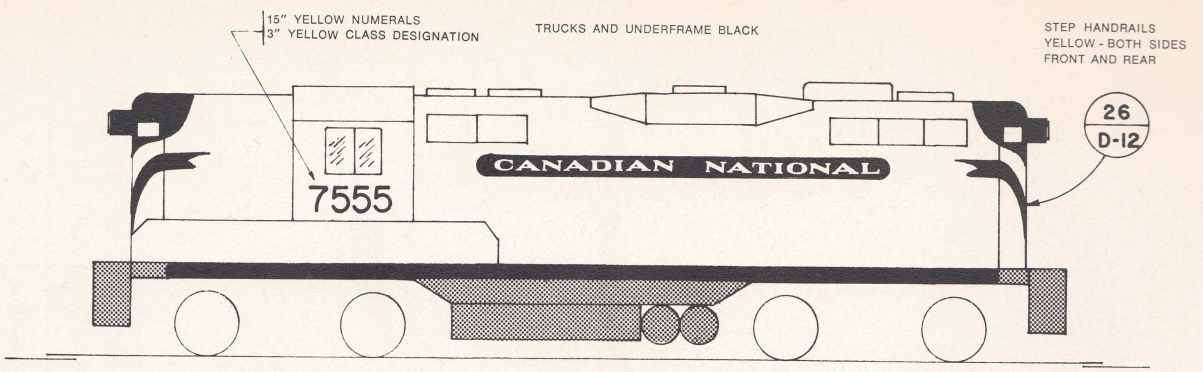
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject – DIESEL LOCOMOTIVES
Section – OUTLINE DRAWINGS
Railway – CANADIAN NATIONAL

Date: 10-13-75 | By: D.C.L. | Drg. No. D-12A



CNR, GR-15a, GP-7

YELLOW BLACK GREEN

This isometric view of a Geep shows the newest paint scheme applied to locomotives throughout the CN System. While the text and drawings should be self-explanatory a brief word here may help a modeler reproduce this scheme on his favourite diesel model.

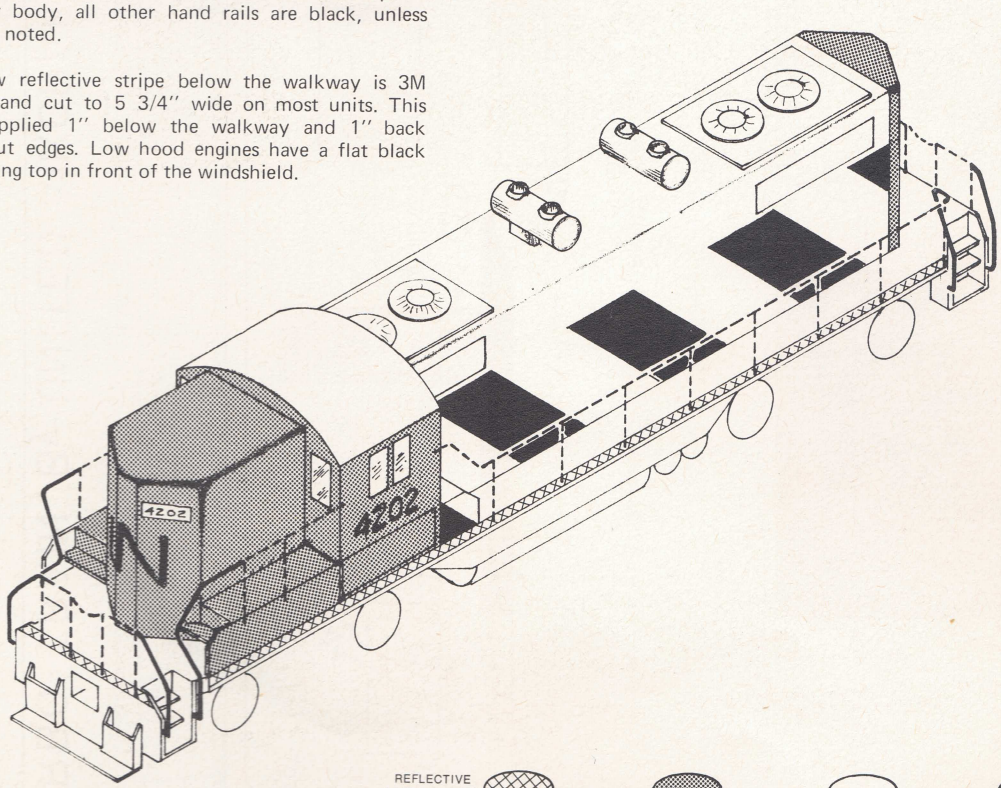
Regardless of the normal forward end of the locomotive the short hood and cab (back and front) is painted orange, except the roof, as is the end of the long hood. A vertical and horizontal center line is located on the black long hood, the intersection of these centerlines are the key to your locating the 45° grey stripes. When looking at an engine with the short hood on your left side the stripes slope to the left, on the right side the stripes slope in the opposite direction.

While the Geep below is only an example, handrails shown heavy black, on each end of all hood units are grey to the first vertical post or to their connection point to the car body, all other hand rails are black, unless specifically noted.

The yellow reflective stripe below the walkway is 3M Scotchlite and cut to 5 3/4" wide on most units. This stripe is applied 1" below the walkway and 1" back from all cut edges. Low hood engines have a flat black non-reflecting top in front of the windshield.

Both ends of the locomotive have a wet noodle CN logo applied, two sizes are used 55" and 70". The 70" logo is used only on the new wide nose units and on the rebuilt F-7 units from the Transcona shops in Winnpeg.

While individual locomotives will vary in small paint details, the overall concept shown throughout this book is based on drawings supplied by the CNR Mechanical Department for units painted in the now familiar orange, black and grey colours. Repetition is boring but the author must again caution the modeler to *check* his model dimensions against those in the CNR publication "DIESEL LOCOMOTIVE DIAGRAMS" and **DETAILS AGAINST PHOTOGRAPHS** of the particular engine modeled.



REFLECTIVE YELLOW ORANGE BLACK GREY

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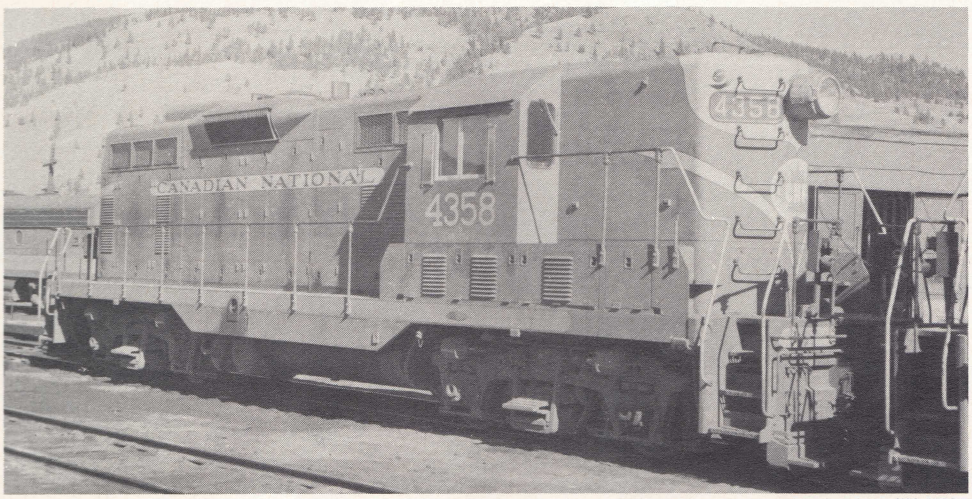
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

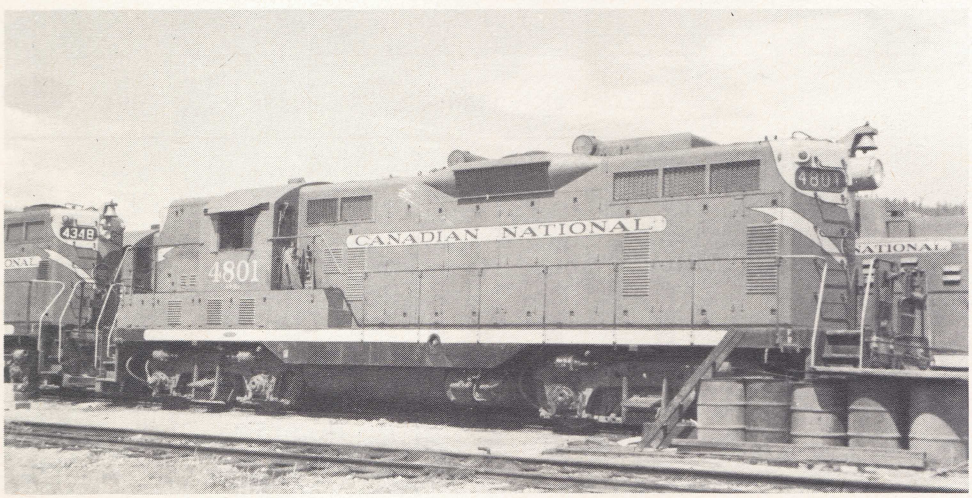
Date: 8-9-74 | By: D.C.L | Drg.№. D-13

1701 originally numbered 7556-57 shown at Kamloops junction — August 1, 1955, basically stock GP-7s with a steam type headlight each end.

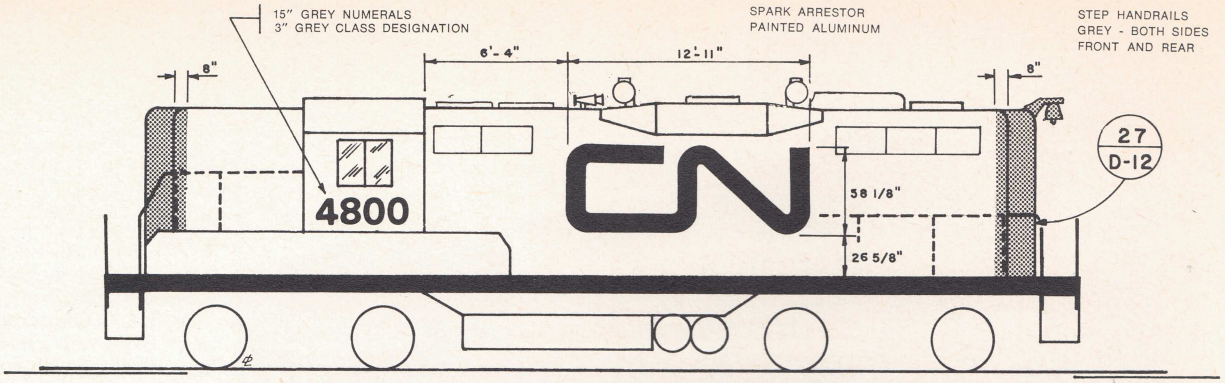


JIM HOPE

4358 formerly 1708, was destined to become 4808, seen here at Kamloops junction September 21, 1957 with new handrail configuration and extended exhaust stacks.

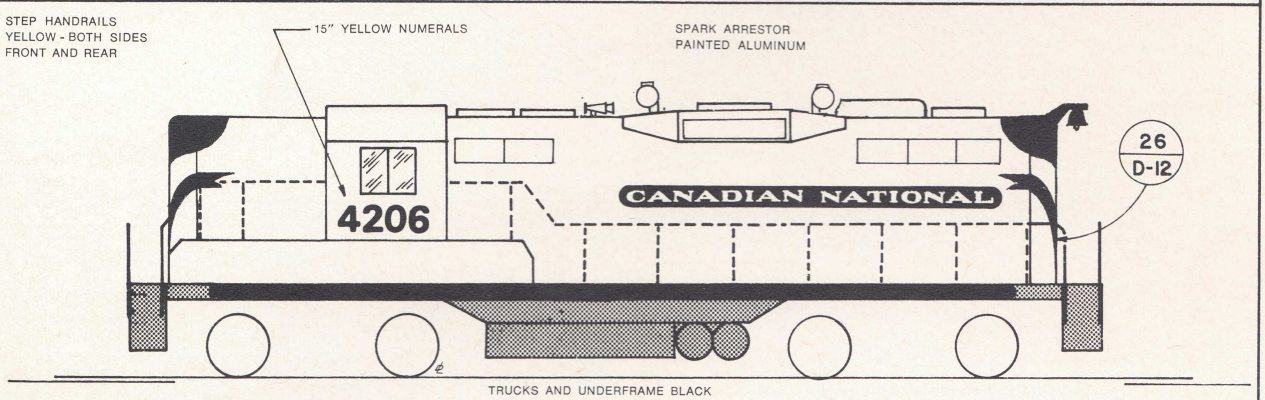


4801 previously number 1701 & 4351, shown at Kelowna, B.C. on July 28, 1960 with GP-9 4348. Bell over headlight and spark arrestors added, and modified handrails. Note 4348 has 48" fans and dual headlights.



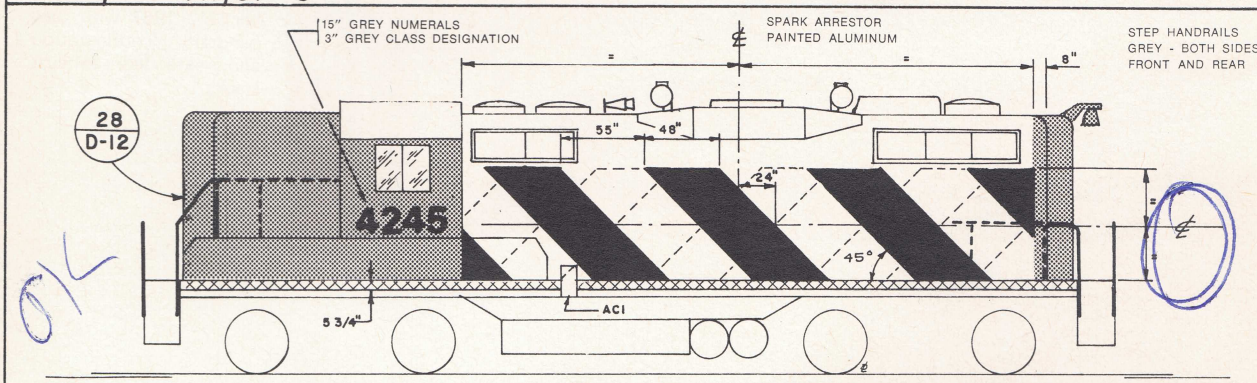
CNR, GR-15a, GP-7 (SAME DIMENSIONS GR-17, GP-9)

ORANGE BLACK GREY



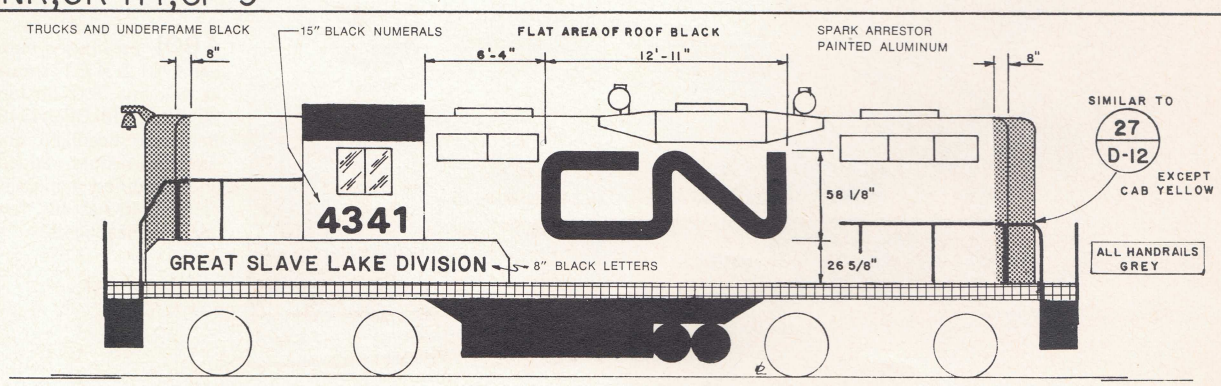
CNR, GR-17n, GP-9

YELLOW BLACK GREEN



CNR, GR-17t, GP-9

REFLECTIVE YELLOW ORANGE BLACK GREY



CNR, GR-17z, GP-9

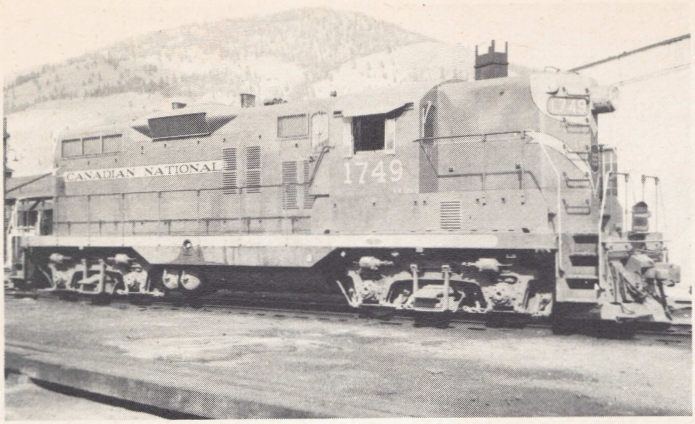
ORANGE YELLOW BLACK GREY

RAIL CANADA vol. I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

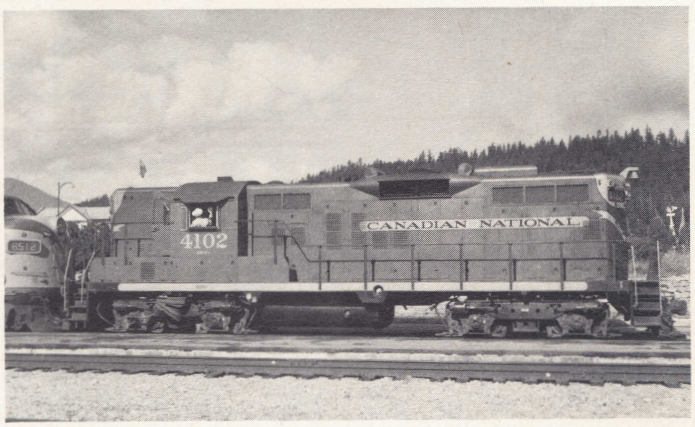
Date: 9-12-73	By. D.C.L.	Drg. No. D-14



JIM HOPE

1749 At Kamloops Junction August 1, 1955 shortly after being delivered. This stock GP 9 sports steam-type headlights and extended stacks. Note location of class designation below road numbers.

4102 Coupled to an FP9 at Jasper, Alberta August 5, 1960. Note bell on long hood above twin headlight and spark arrestors added. Unit is equipped with flexicoil trucks and steam generator control panel (not generator) for passenter service. Possibly this unit is acting as a booster over Yellowhead Pass.



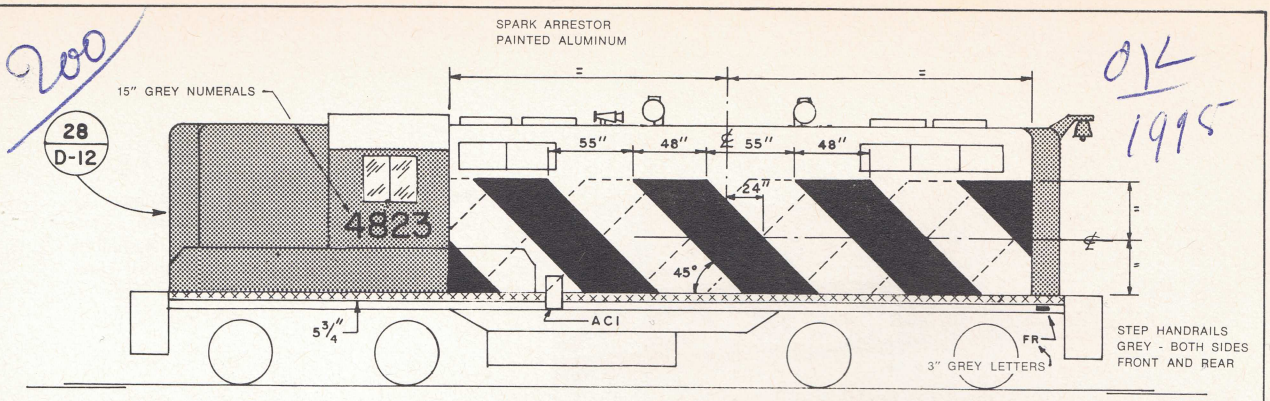
JIM HOPE

4498 Awaiting train orders at Kelowna, B.C. on July 26, 1963. Like 4102 above, unit has modified frame skirt with inside air tank, & mountain rock lights on front. Angled view of step area shows the grey side stripe continuing inside the step well. GP9 4425 in green and yellow behind.

JIM HOPE

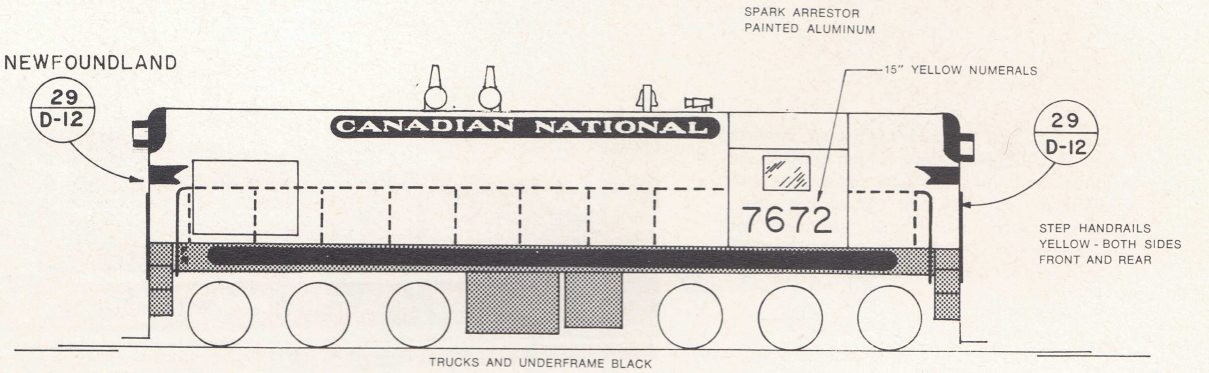
4156 Sitting idle in Vancouver on a sunny September afternoon. Small fuel tank, 48" fans, winterization hoods and roof top air pipe are the most notable features. Numbers below cab window 62/15-65 mph indicate revised gear ratio and top speed.

LEE PALMER & THE AUTHOR



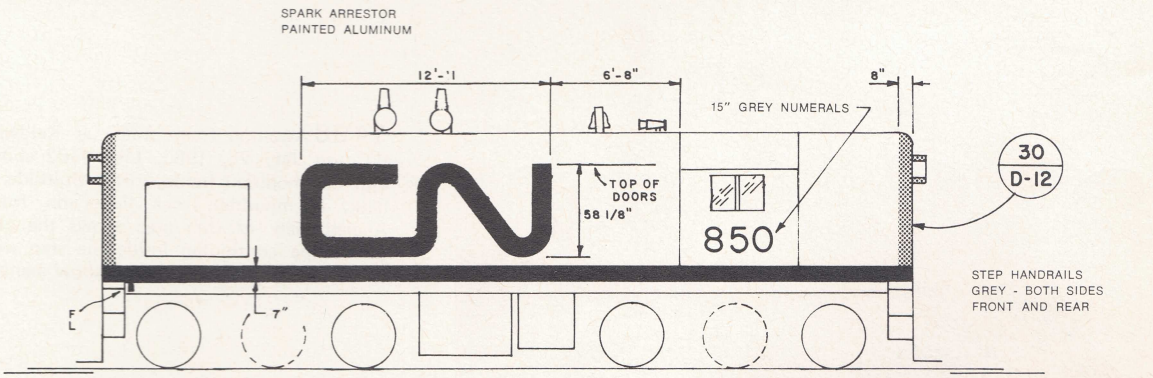
CNR, GR-15a, GP-7

REFLECTIVE YELLOW ORANGE BLACK GREY



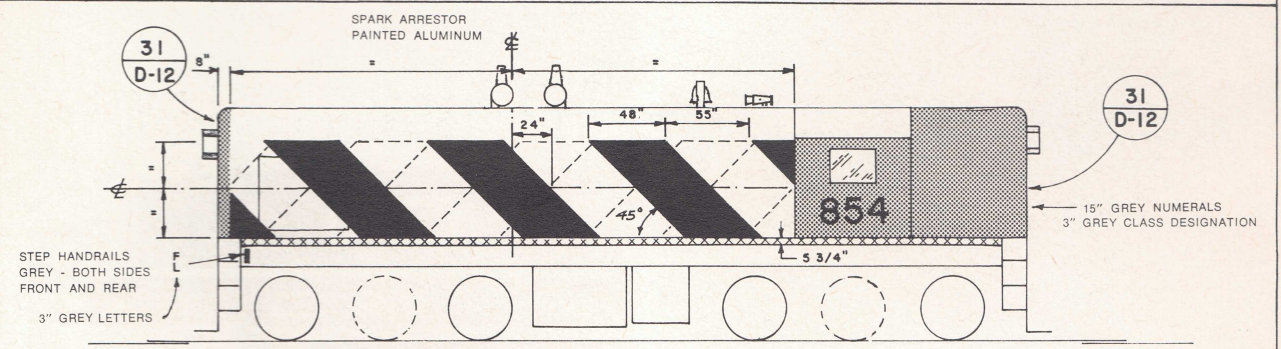
CNR, GR-9b, G-8

YELLOW BLACK GREEN



CNR, GR-9a, G-8

ORANGE BLACK GREY



CNR, GR-9b, G-8

REFLECTIVE YELLOW ORANGE BLACK GREY

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PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject – DIESEL LOCOMOTIVES
Section – OUTLINE DRAWINGS
Railway – CANADIAN NATIONAL

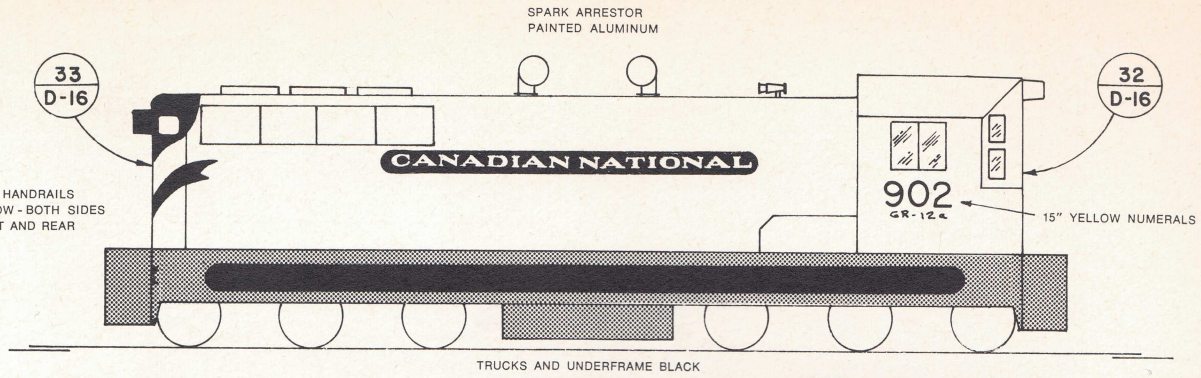
Date: 9-3-74	By: D.C.L.	Drg. No. D-15

JIM HOPE

854 GMD G8. 80 ton light weight export model purchased by C.N. in 1954 for use in light rail areas. Note flexicoil truck has center 30" dia. Idler axle set removed to improve traction for 40" driven sets. Similar units with A1A narrow gauge (42") trucks went to Newfoundland in 1956 (NOs 800–805).

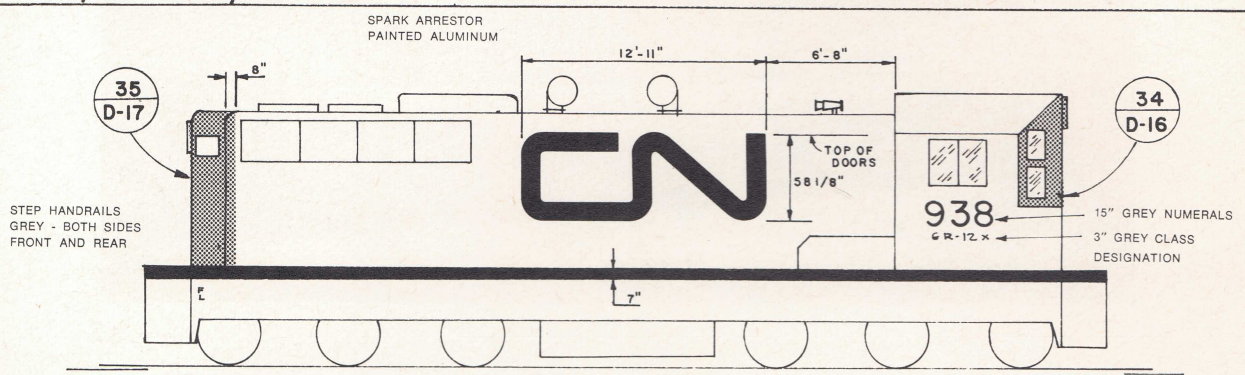
920 NF-210 built by GMD in 1956 for the narrow guage lines in Newfoundland, these 1200 HP C-C trucked units are similar to 9 NF-110 units delivered in 1952-53. The flexicoil trucks are almost hidden by the deep side skirts

CANADIAN NATIONAL



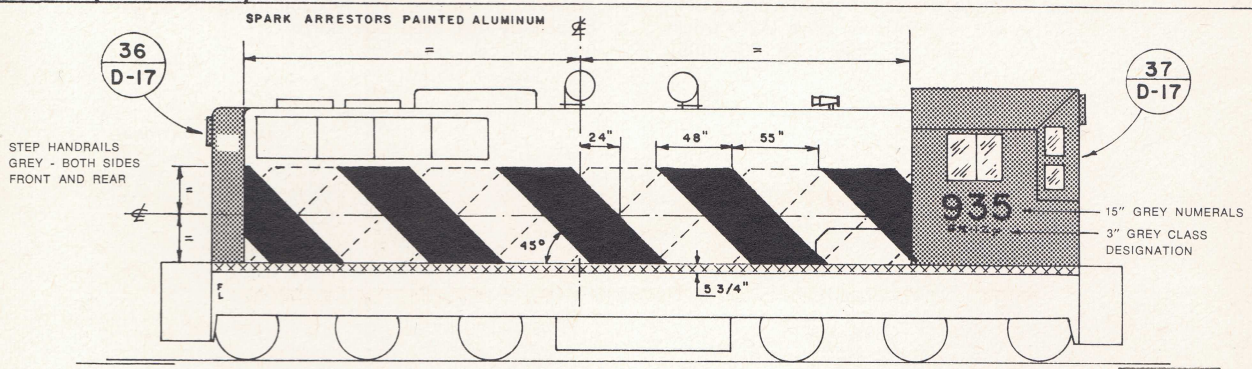
CNR, GR-12a, NF-110

YELLOW BLACK GREEN



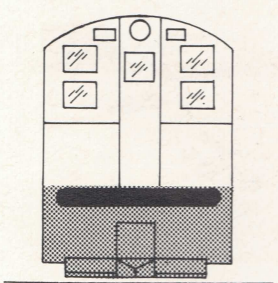
CNR, GR-12x, NF-210

ORANGE BLACK GREY



CNR, GR-12p, NF-210

REFLECTIVE YELLOW ORANGE BLACK GREY



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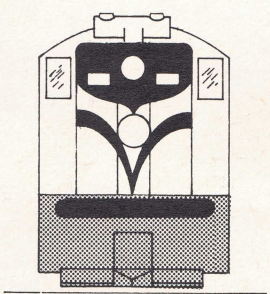
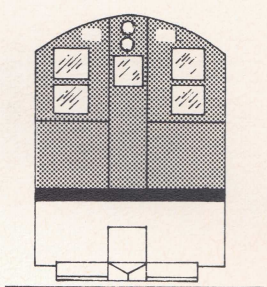
D-16



33
D-16



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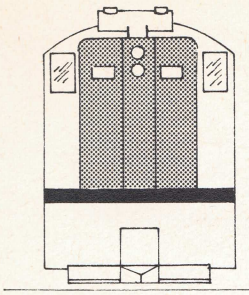
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

Date: 9-18-74	By: D.C.L.	Drg. Nº. D-16



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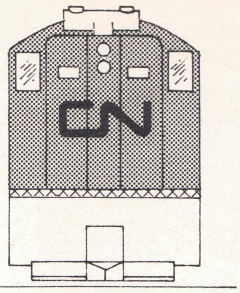
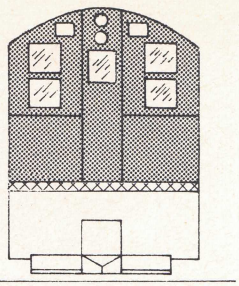
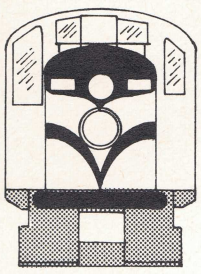


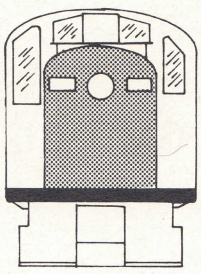
36 D-16



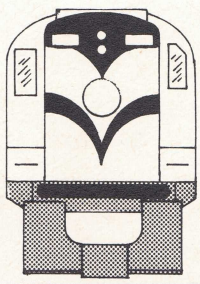
37 D-16



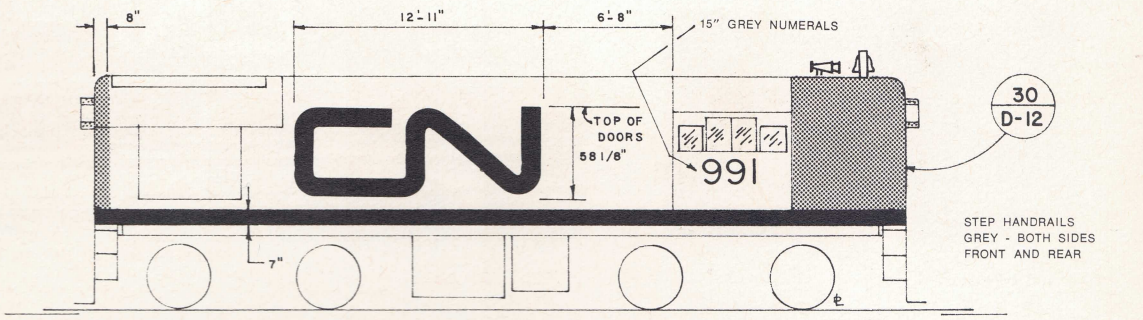
38 D-18



39 D-18

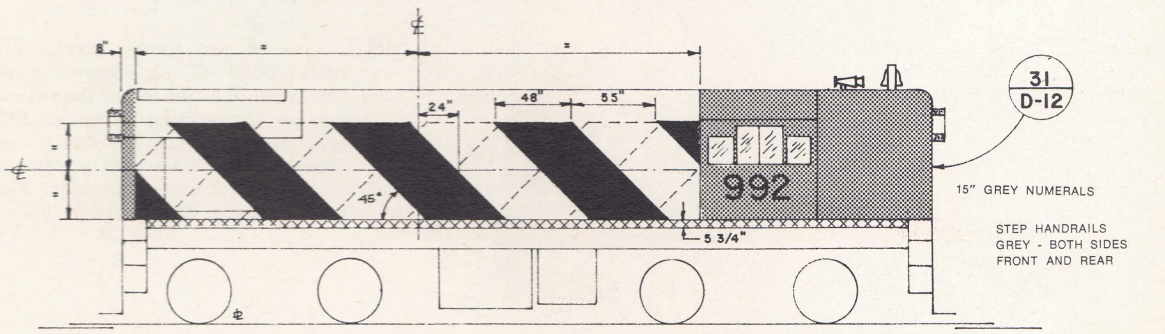


40 D-18 | 40 D-19 | 40 D-20



CNR, GR-12 zb, G-12

ORANGE BLACK GREY



CNR, GR-12 zb, G-12

REFLECTIVE YELLOW ORANGE BLACK GREY

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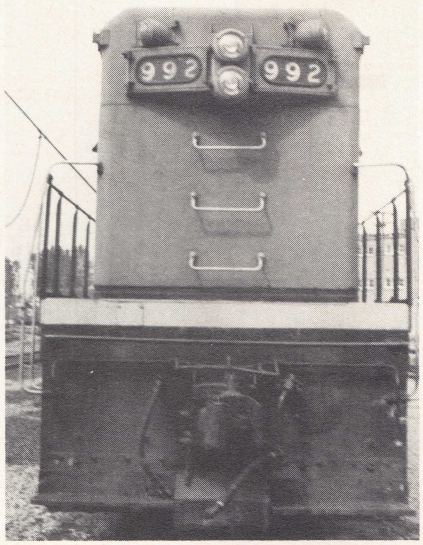
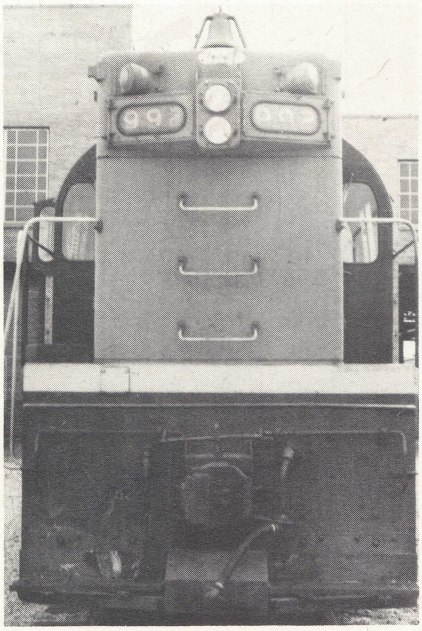
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

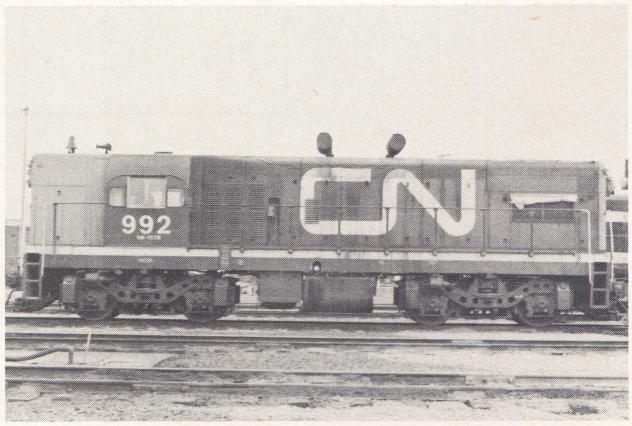
Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

Date: 10-2-74	By: D.C.L.	Drg. Nº. D-17

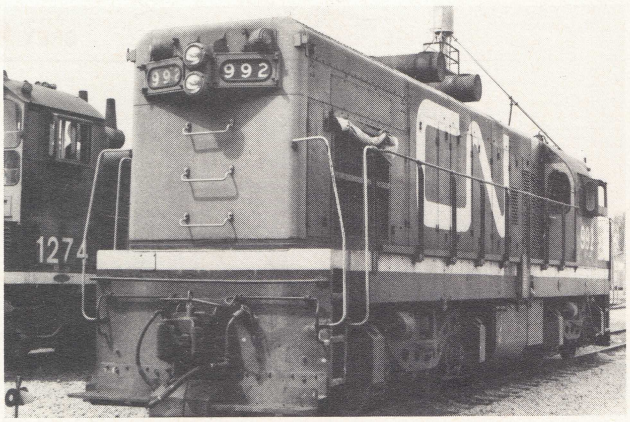


GMD G12

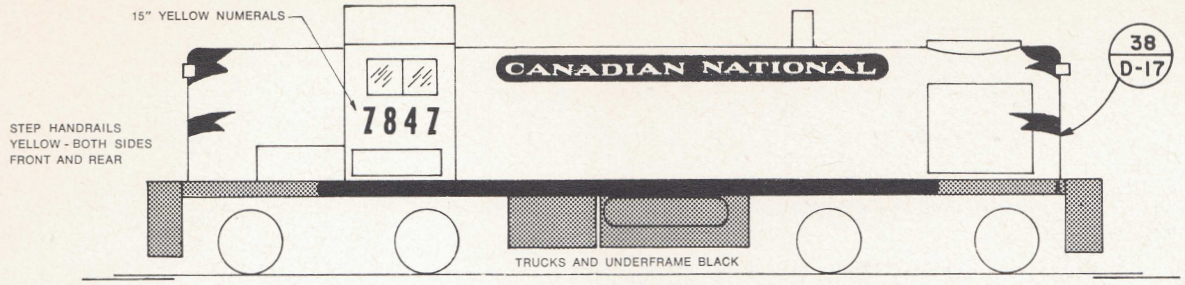




LEE PALMER & THE AUTHOR

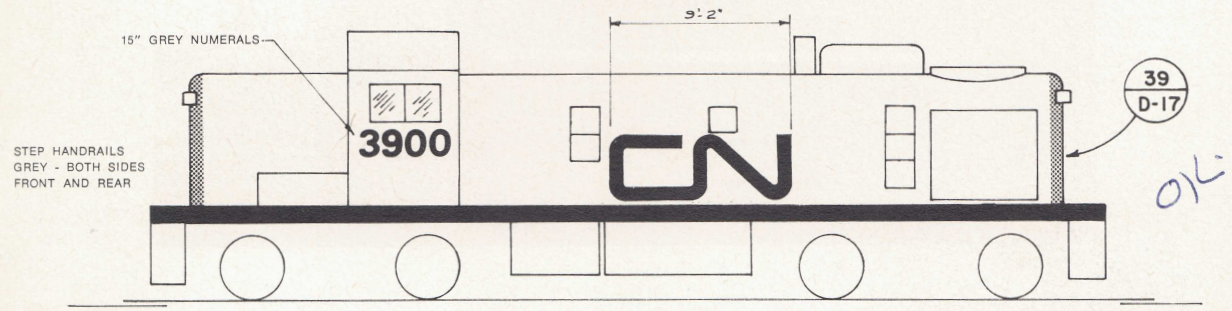


992 One of two former London and Port Stanley GMD G 12s obtained in January 1966 when C.N. purchased the railway. In Vancouver for servicing September 1975 unit operates on Vancouver Island's light rail. Canvas curtains are used in place of radiator shutters for winter operation. View at left shows orange door from short end.



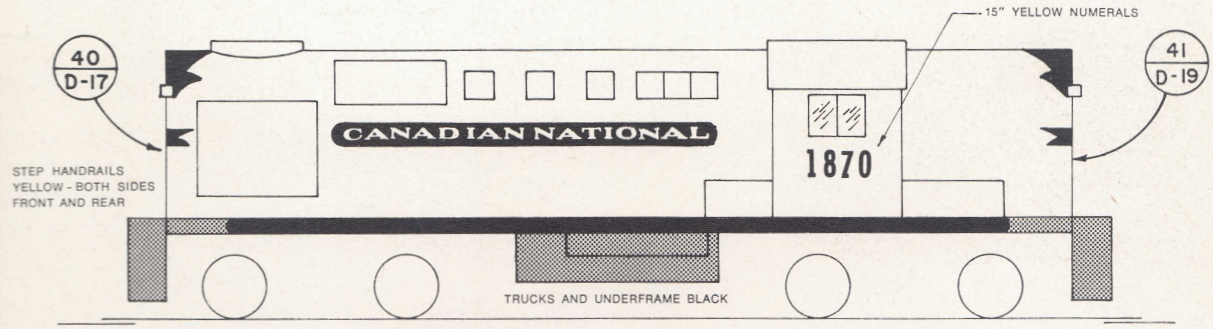
CNR, Y-7-a, RS-3

YELLOW BLACK GREEN



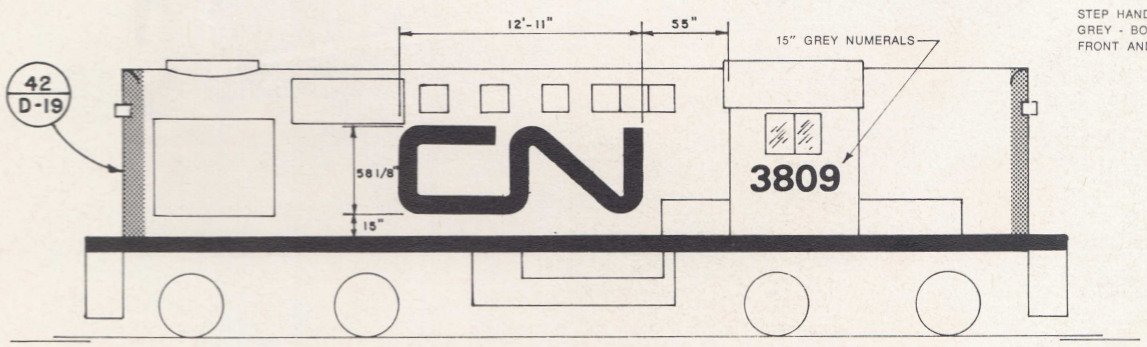
CNR, MRG-16c, RS-3

ORANGE BLACK GREY



CNR, MR-16f, RS-10

YELLOW BLACK GREEN



CNR, MR-16f, RS-10

ORANGE BLACK GREY

°RAIL CANADA vol.I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

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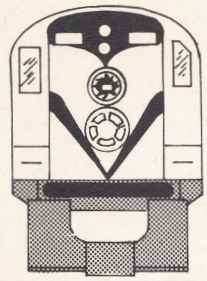
Date: 10-5-74	By: D.C.L	Drg. No. D-18

LORNE PERRY

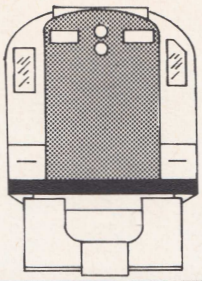
7847 Y-7-a RS-3 by MLW later renumbered 1847 class MR-16a. None of this class remain in service. Note stock ALCO handrails.

1881 MR-16h an MLW RS-10 renumbered to 3061 in 1954 with 1880 show the different end treatment of the yellow stripes. Note more modern herald compared to 7847 above.

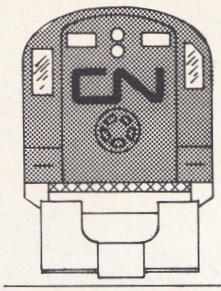
LORNE PERRY



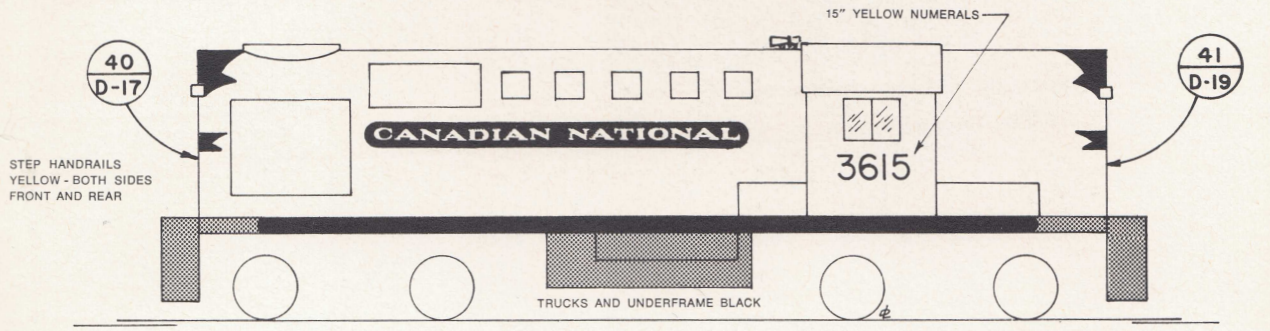
41 D-18 | 41 D-19 | 41 D-21



42 D-18 | 42 D-19 | 42 D-21

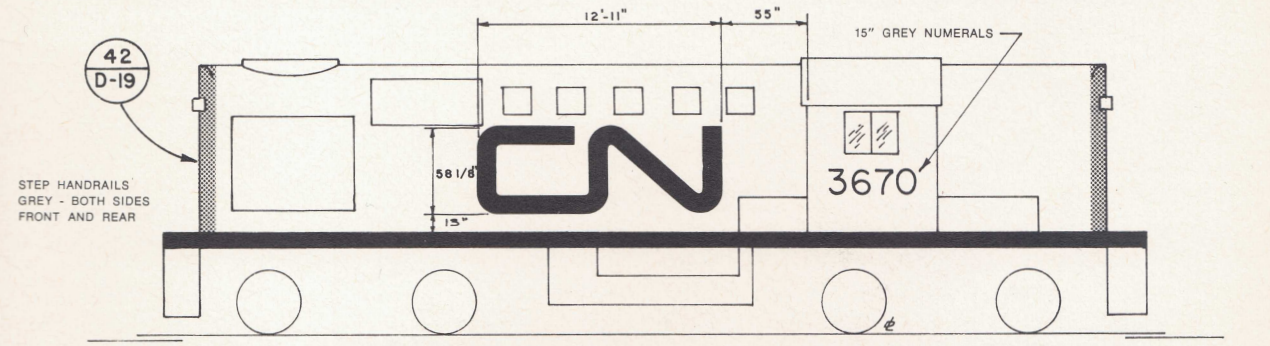


43 D-19 | 43 D-22



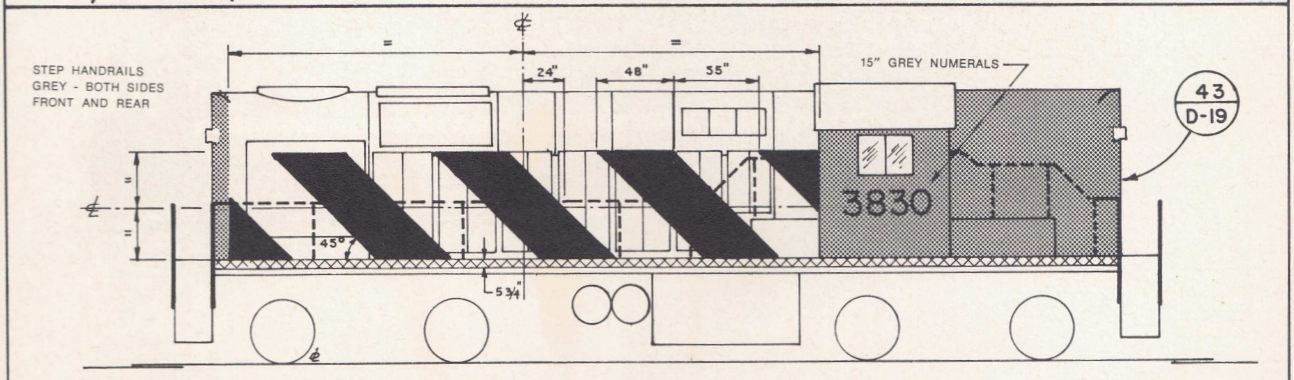
CNR, MR-18b, RS-11M

YELLOW BLACK GREEN



CNR, MR-18b, RS-11M

ORANGE BLACK GREY



CNR, MR-18f, RS-11M

REFLECTIVE YELLOW ORANGE BLACK GREY

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PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
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Date: 8-12-74 | By: D. C. L. | Drg. Nº. D-19

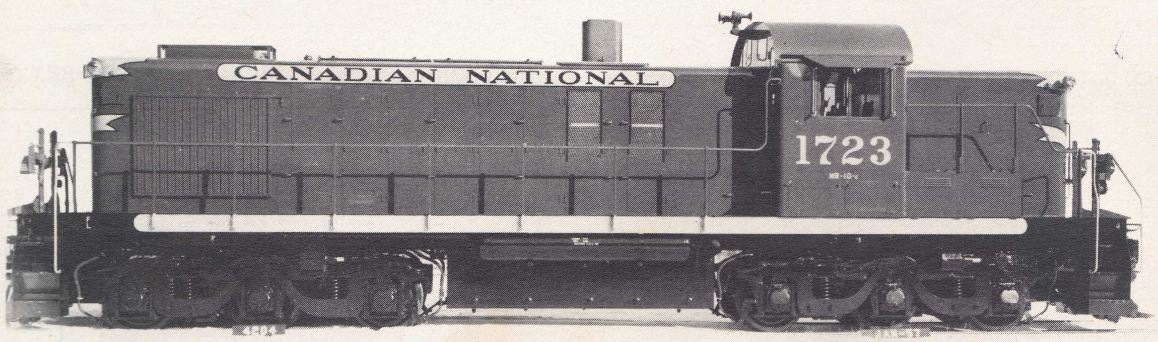
CANADIAN NATIONAL

1802 MLW RSC-24 CN class MR-14a. Only four of these unique road switchers were built, all for the Canadian National. Very similar to the S-12 & 13 except for the electrical cabinet behind the cab. All but 1802 was in service in 1974.

1723 MLW RSC-13 CN class MR-10c. These units lead a varied life from 1956/57 through 1975, during 1966 several units had the center idler axel removed to improve traction, all since returned to A-1-A configuration, note nose stripes are different on opposite ends. The black pin striping around the yellow shows very clearly in this winter photo.

CANADIAN NATIONAL

016



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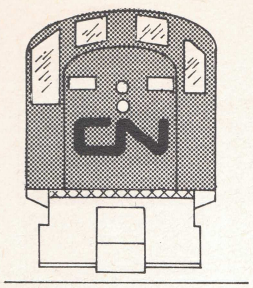
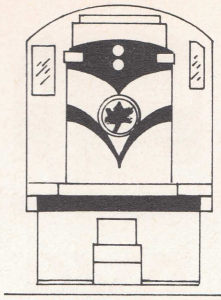
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - PROTOTYPE PHOTOS
Railway - CANADIAN NATIONAL

Date: 12-12-75 | By: D.C.L. | Drg.№. PP-15



44
D-20



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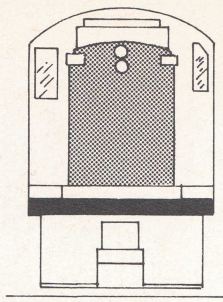
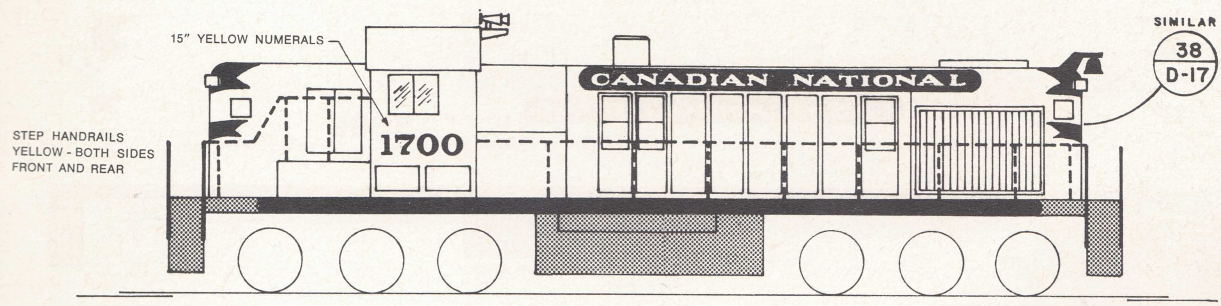
D-22



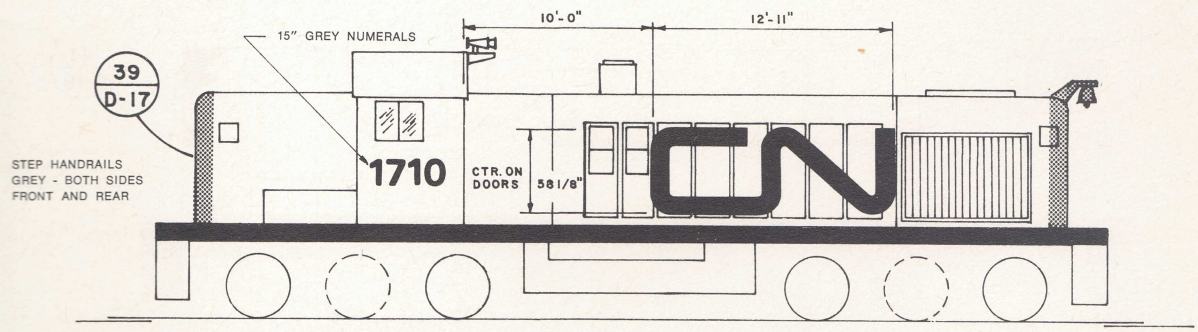
46
D-22

TRUCKS AND UNDERFRAME BLACK



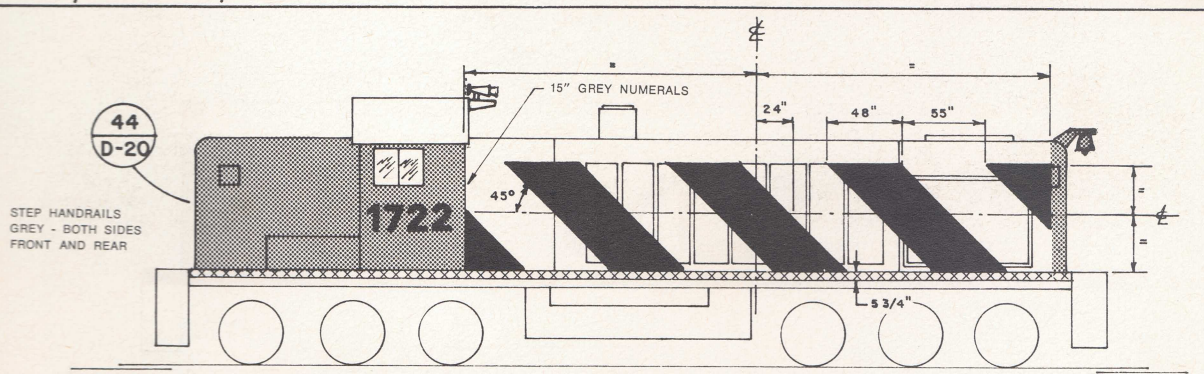
CNR, MR-10a, RSC-13

YELLOW BLACK GREEN



CNR, MR-10b, RSC-13

ORANGE BLACK GREY



CNR, MR-10c, RSC-13

REFLECTIVE YELLOW ORANGE BLACK GREY

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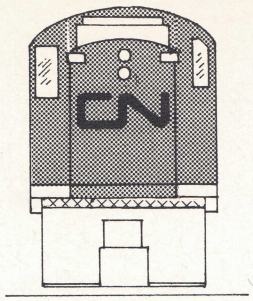
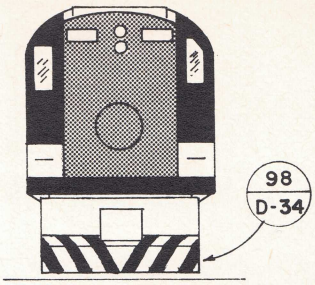
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

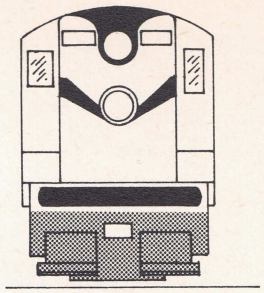
Date: 8-14-74	By: D.C.L.	Drg. Nº. D-20



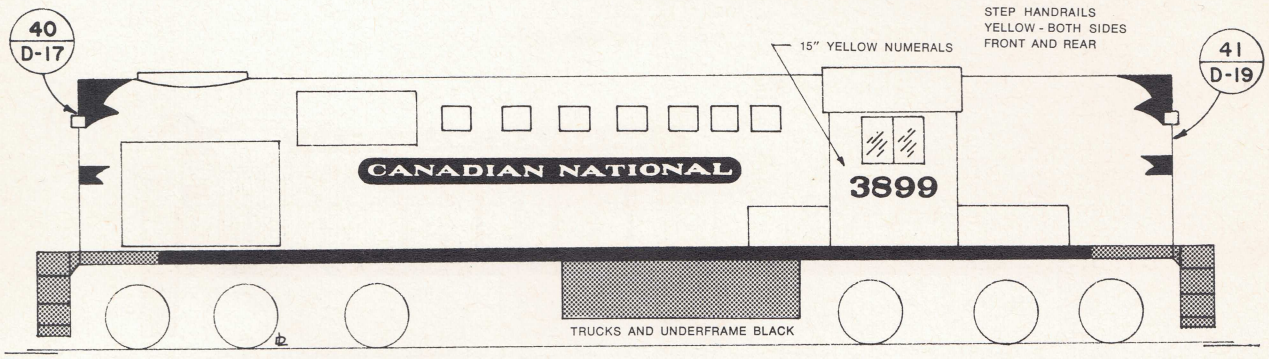
47 D-23



48 D-22



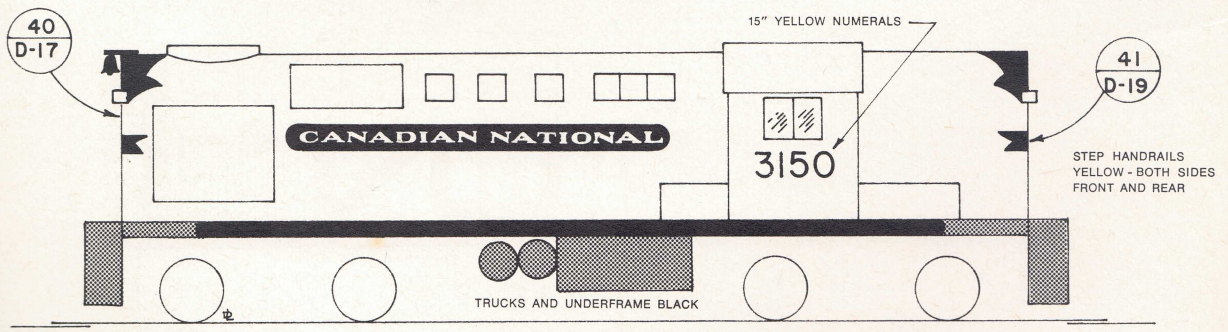
49 D-23



CNR, MR-24 , RSD-17 DEMONSTRATOR...

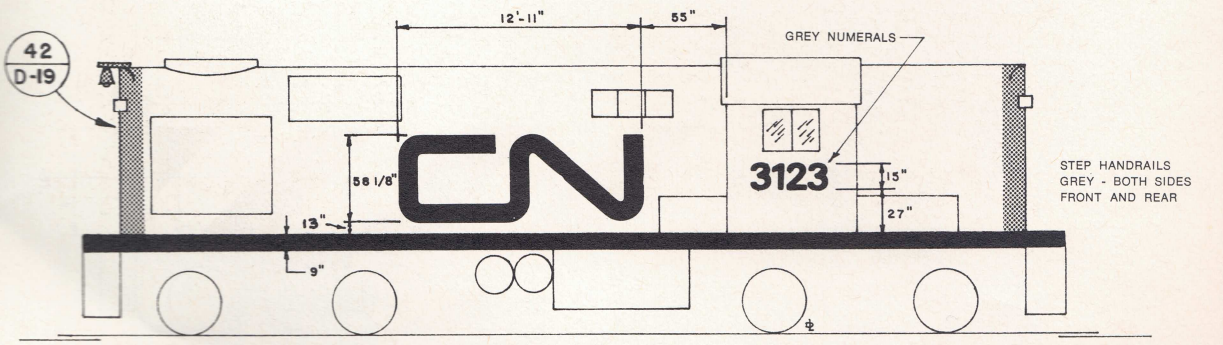
YELLOW BLACK GREEN

PRIOR TO MODIFICATION TO MRE-18



CNR, MR-18g, RS-18

YELLOW BLACK GREEN



CNR, MR-18e, RS-18

ORANGE BLACK GREY

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PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

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Section - OUTLINE DRAWINGS
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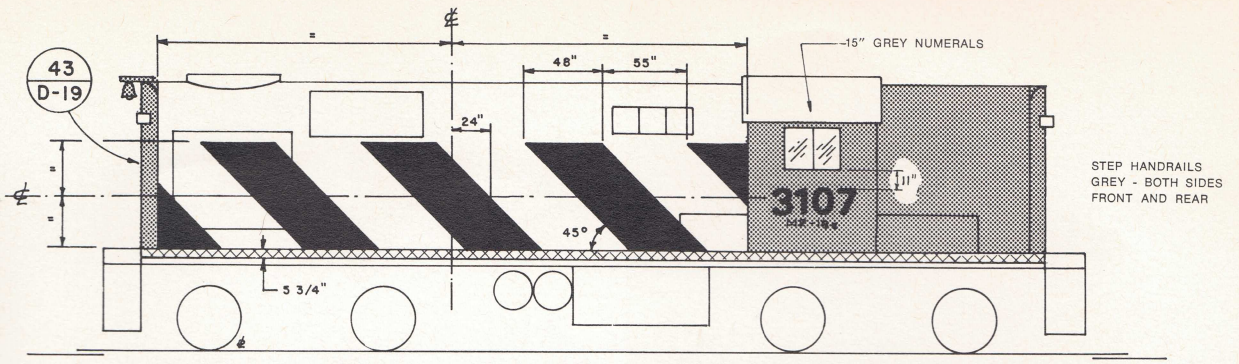
Date: 3-12-74 | By: D.C.L. | Drg. D-21

JIM HOPE COLLECTION

3631 RS-18 by MLW caught at Mimico, Ontario by unknown photographer on August 29, 1957. This three quarter view shows most of the painting features for the side and long hood end while 3632 behind shows the short hood end design caused by the recessed brakewheel.

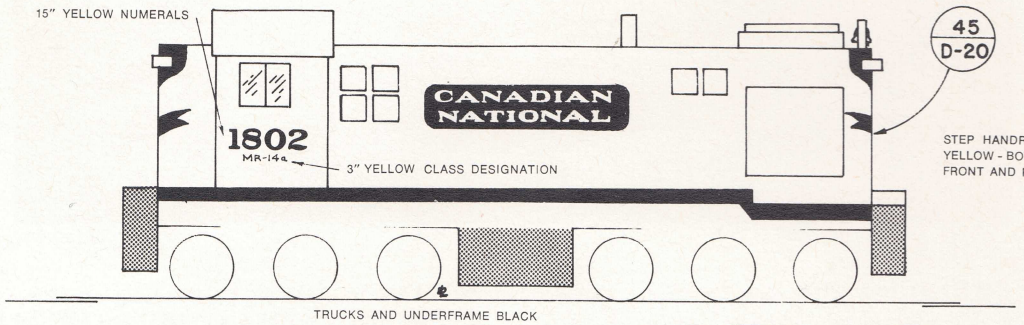
3671 RS-18 shows the 1961-74 paint scheme for CN road switchers. While both 3631 and 3671 are the same class (MR-18b) note the changes made over the years. Car body filters have been changed and bell added to nose of long hood. Unlike most CN engines in this paint work the grey side stripe does not cross the step well on this unit. Photographed at Halifax in spring of 74.

THE AUTHOR



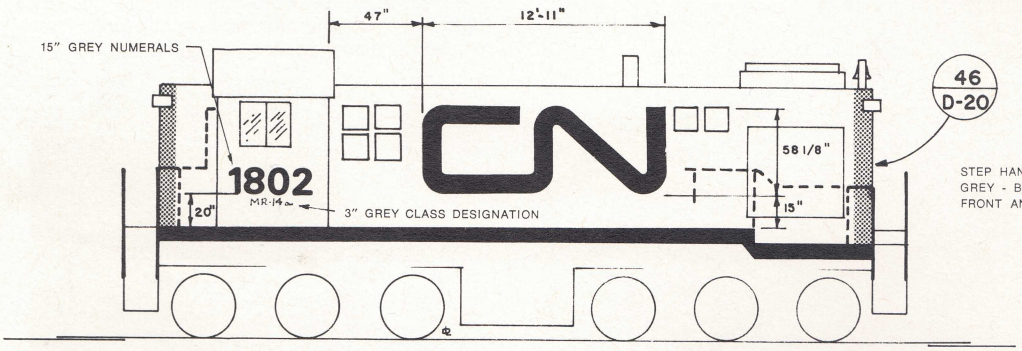
CNR, MR-18e, RS-18

REFLECTIVE YELLOW ORANGE BLACK GREY



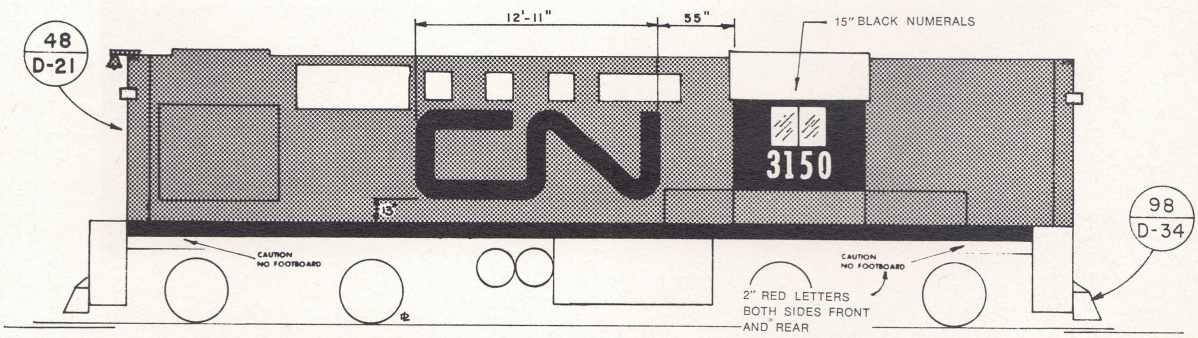
CNR, MR-14a, RSC-24

YELLOW BLACK GREEN



CNR, MR-14a, RSC-24

ORANGE BLACK GREY



CNR, MRE-18g, RS-18 (TEMPO TRAIN)

ORANGE BLACK GREY

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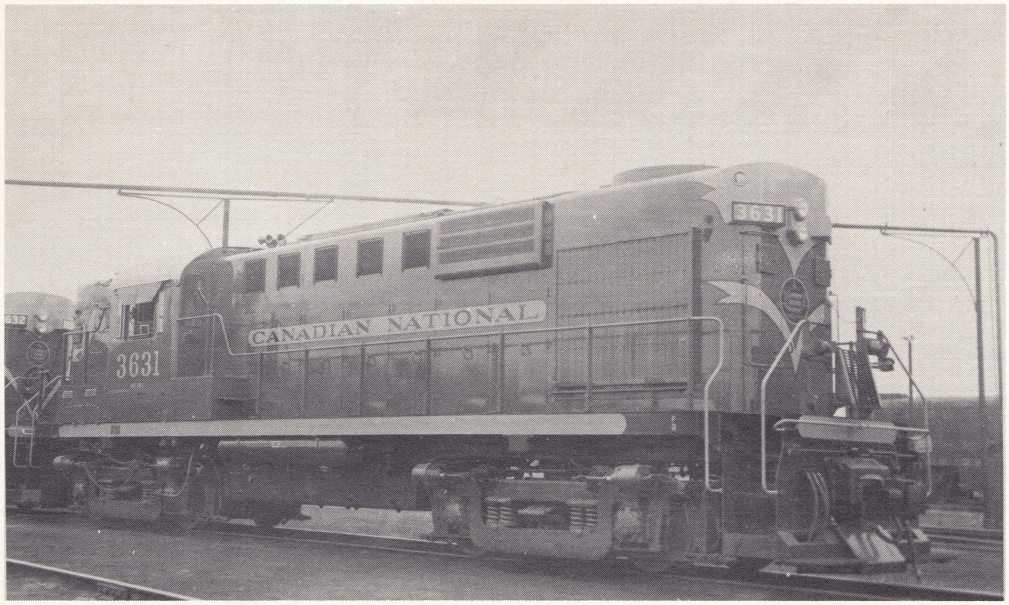
Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

Date: 3-4-74	By: D.C.L.	Drg. Nº. D-22



JIM HOPE COLLECTION

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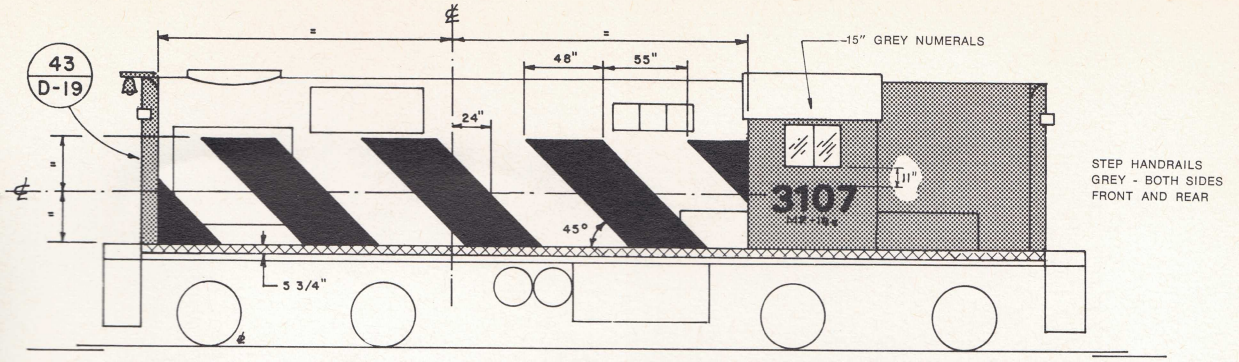
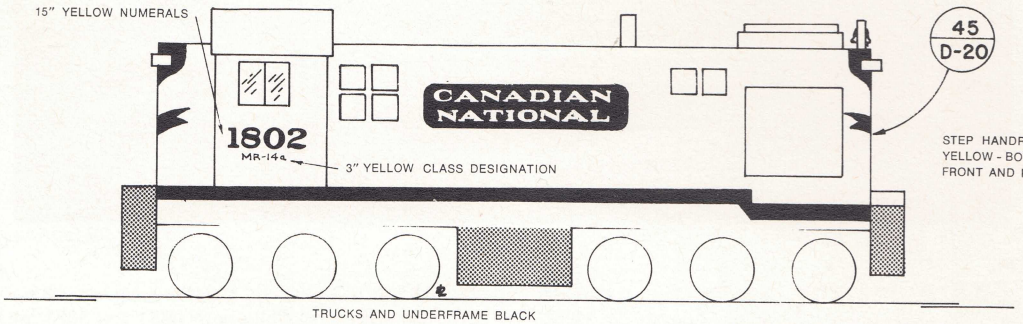
THE AUTHOR



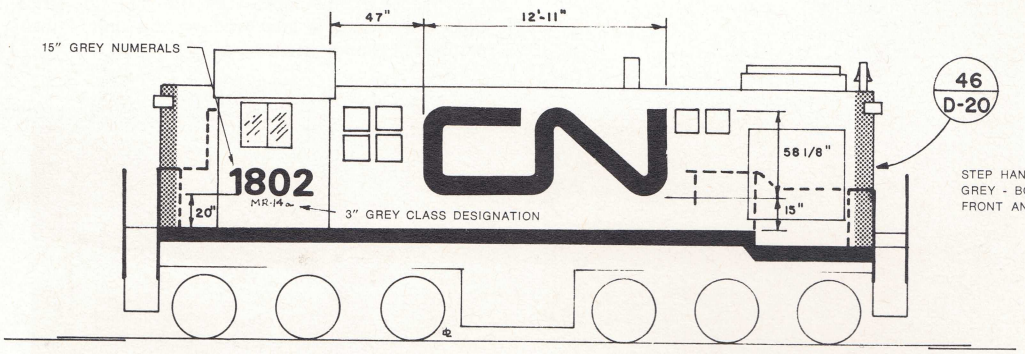
CNR, MR-18e, RS-18

REFLECTIVE YELLOW ORANGE BLACK GREY



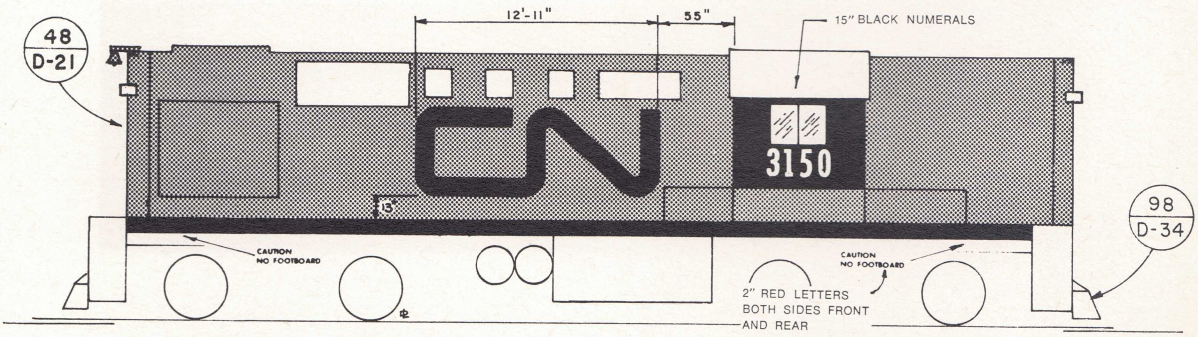
CNR, MR-14a, RSC-24

YELLOW BLACK GREEN



CNR, MR-14a, RSC-24

ORANGE BLACK GREY



CNR, MRE-18g, RS-18 (TEMPO TRAIN)

ORANGE BLACK GREY

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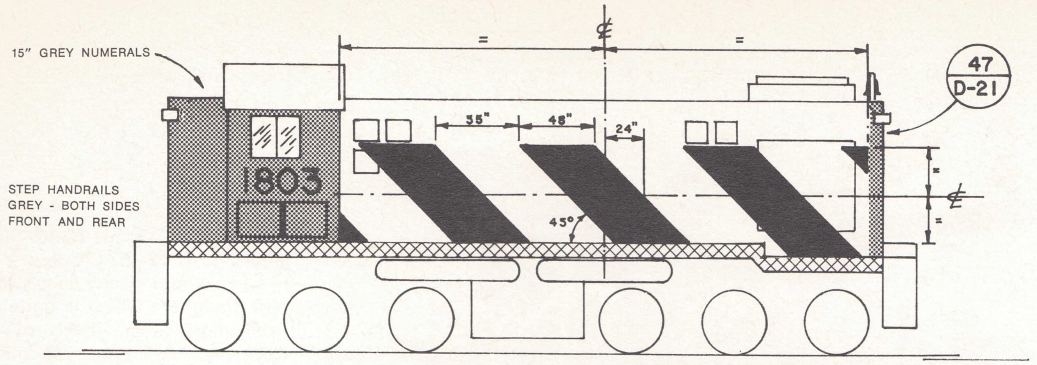
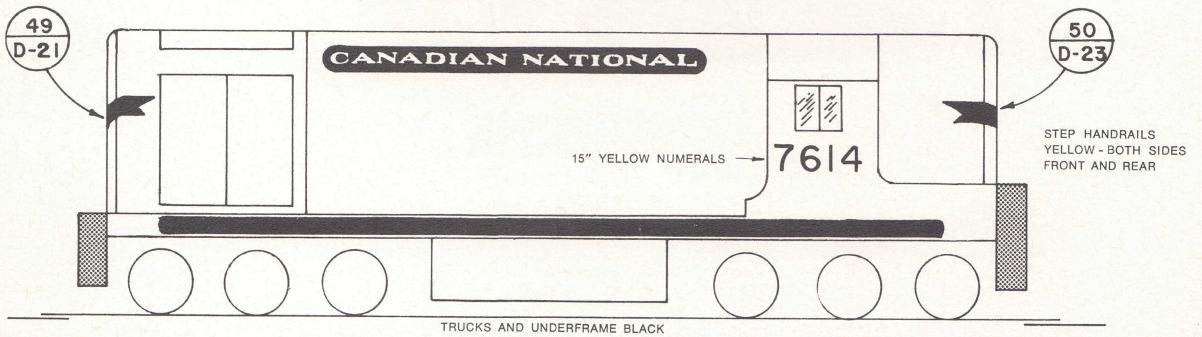
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

Date: 3-4-74 | By: D.C.L. | Drg. Nº. D-22



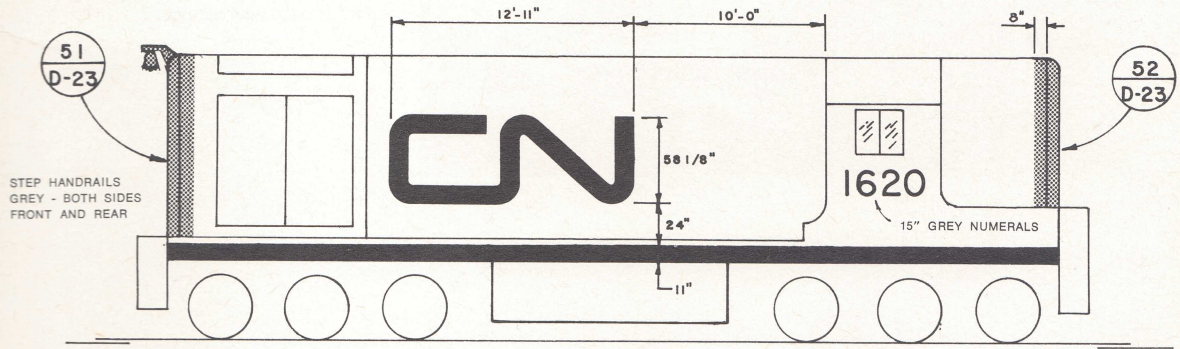
CNR, MR-14a, RSC-24

REFLECTIVE YELLOW ORANGE BLACK GREY



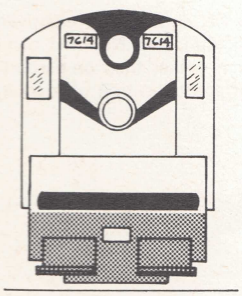
CNR, Y-2-a, H-10-64

YELLOW BLACK GREEN



CNR, CR-12c, H-12-64

ORANGE BLACK GREY



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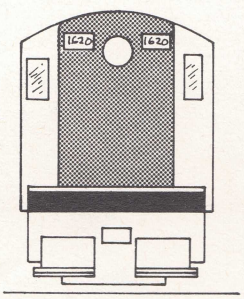

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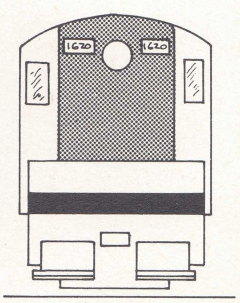

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PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

Date: 3-17-74	By: D. C. L.	Drg.No. D-23

LORNE PERRY

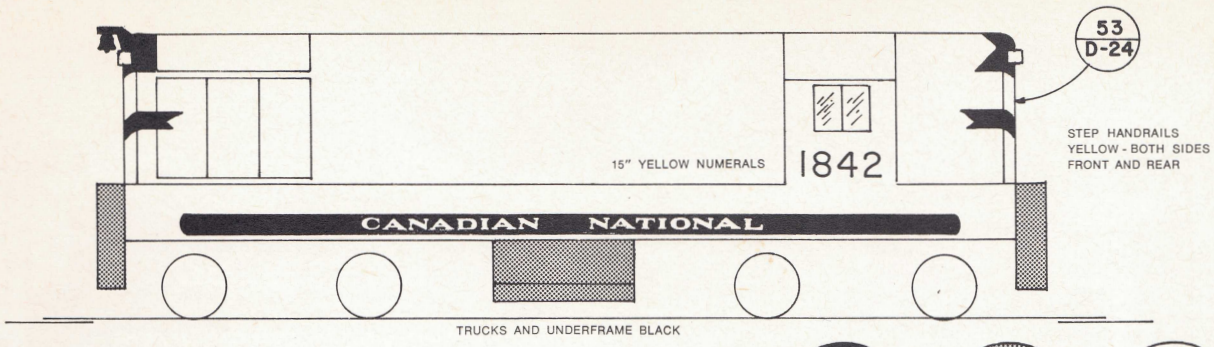
7615 FM/CLC H-10-46 (later upgraded to H-12-46) CN class Y-2-b. This like new photo clearly shows the yellow nose treatment which is quite different from most other diesels of this era. Note pilot & steam type markers on both ends, also the style of numbers on the cab side.

LORNE PERRY

7617 Sister class Y-2-b to 7615 shows long hood paint treatment. 7615 to 7617 were equipped with steam generators for passenger service.

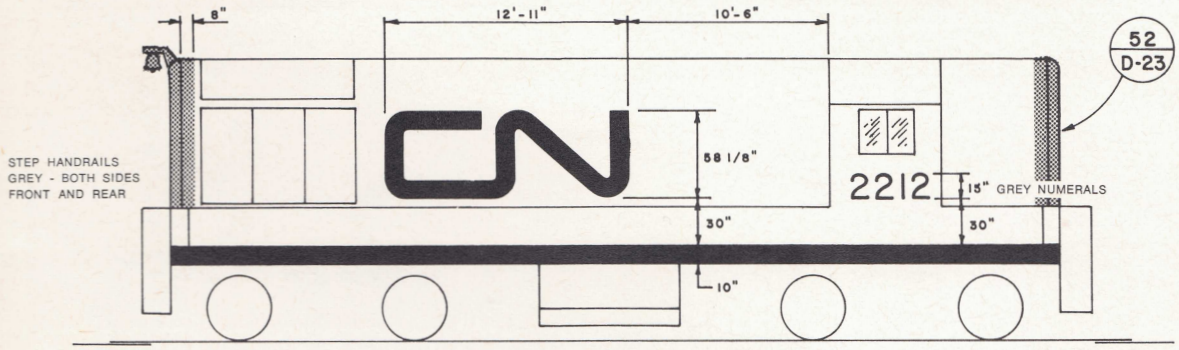
LORNE PERRY

7623 CN class Y-2-b freight version of H-12-46. Canadian National name is on side skirts rather than on carbody. Also note different location of marker lights.



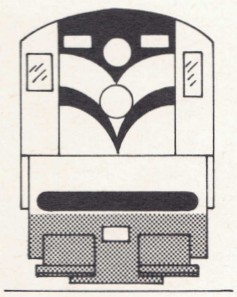
CNR, CR-16a, H-16-44

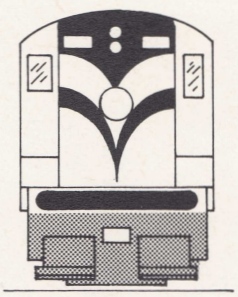
YELLOW BLACK GREEN

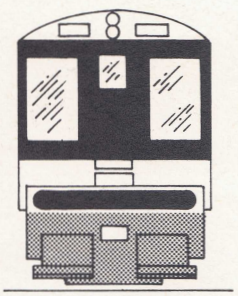


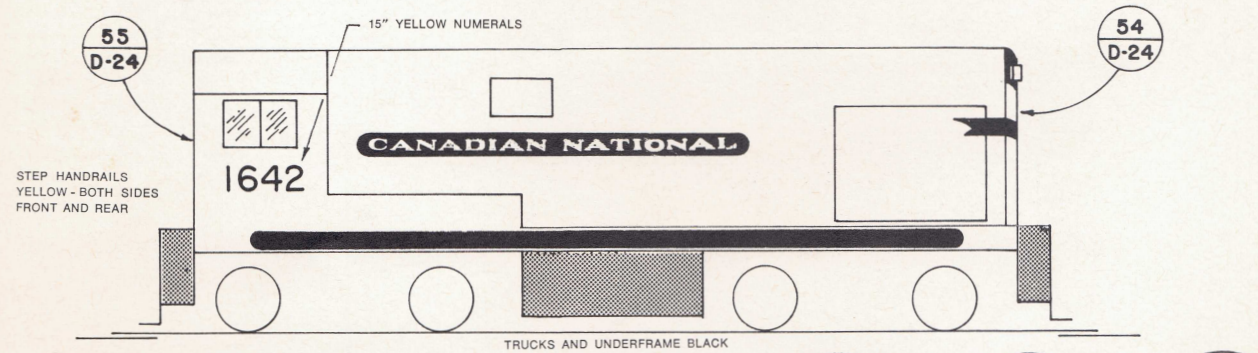
CNR, CR-16a, H-16-44

ORANGE BLACK GREY









CNR, CR-12f, H-12-44

YELLOW BLACK GREEN

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PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

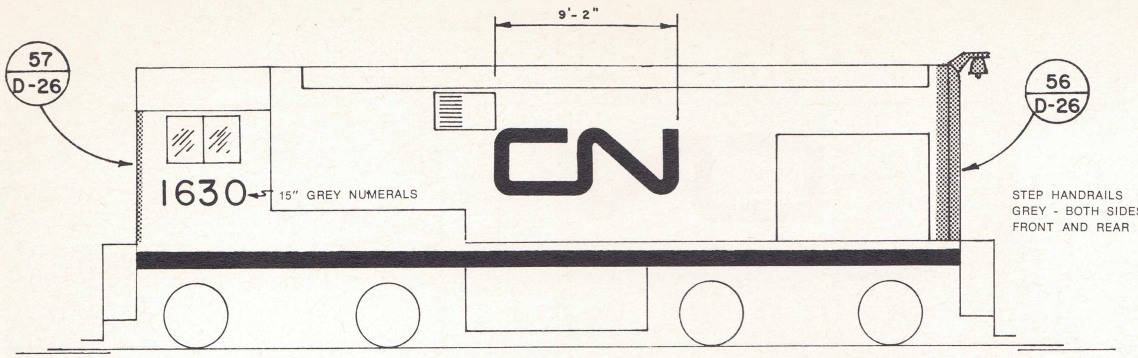
Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

Date: 3-20-74	By: D.C.L.	Drg. No. D-24

CANADIAN NATIONAL

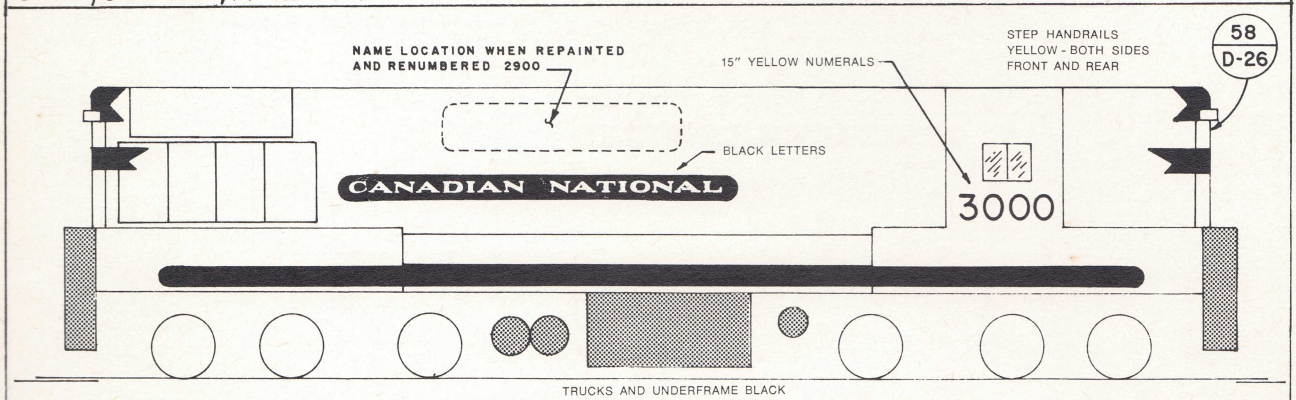
3000 FM H-24-66 CN class CRG-24a the only trainmaster to run on Canadian National. These sharp railway photos *are* perfect for modelers and train watchers alike. This 2400 HP Locomotive was just a few years too early in the high horsepower field. On this unit all yellow areas were outlined with black pinstripe including the road numbers. When this unit was repainted and renumbered 2900 the yellow and black road name was applied similar to that shown on the MLW RSC-24. Rumor has it that Athearn has a trainmaster in the works, wouldn't that be nice.

CANADIAN NATIONAL



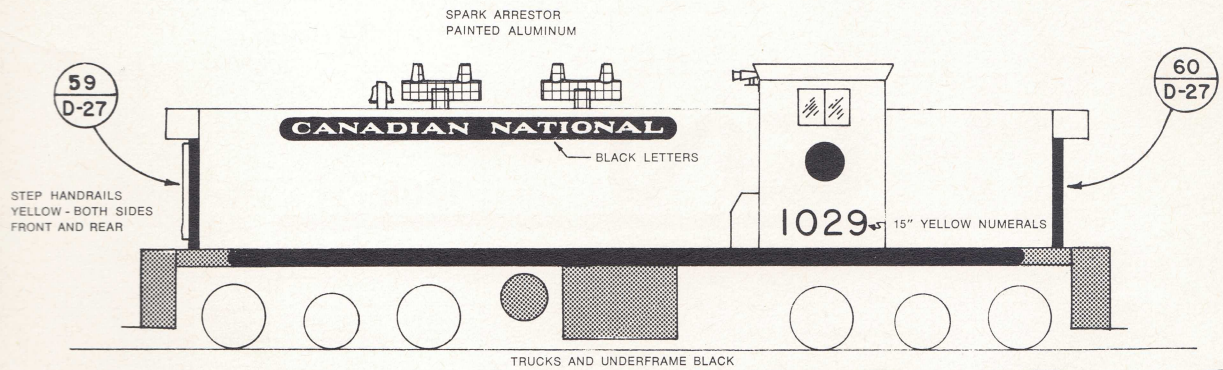
CNR,CR-12e,H-12-44

ORANGE BLACK GREY



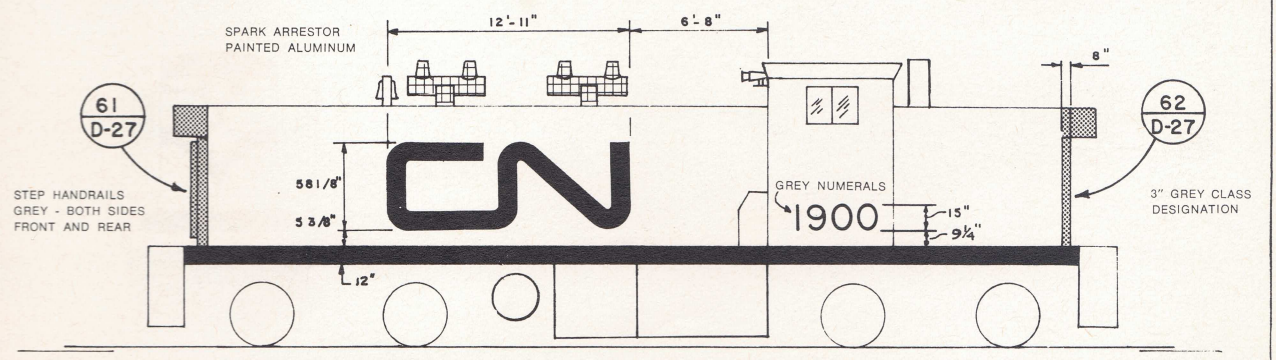
CNR CRG-24a,H24-66

YELLOW BLACK GREEN



CNR GR-12s,GMD-1

YELLOW BLACK GREEN



CNR,GRG-12n,GMD-1

ORANGE BLACK GREY

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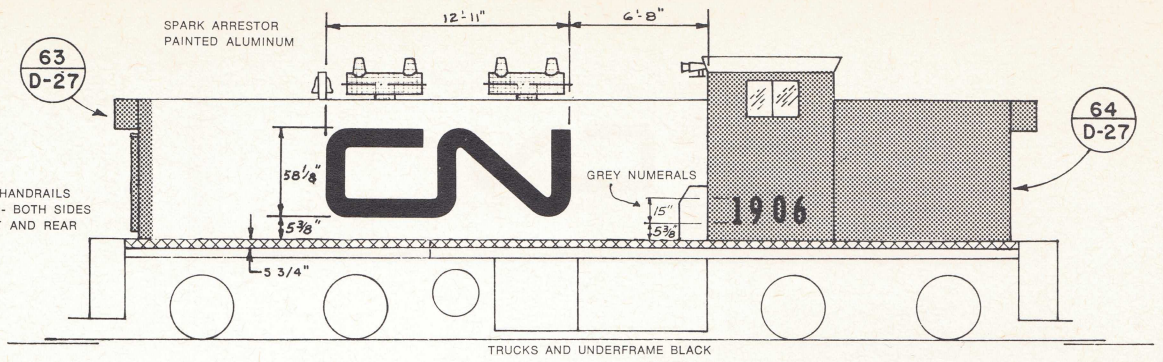
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

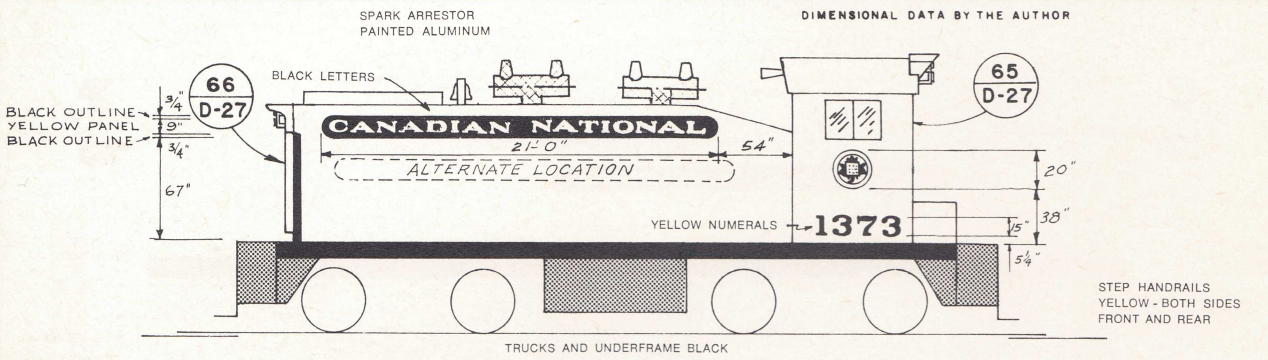
Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

Date: 4-7-74	By: D.C.L.	Drg.No. D-25



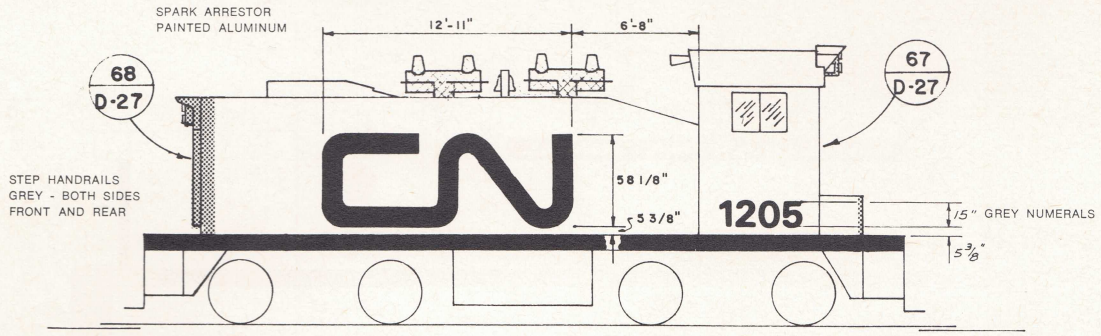
CNR, GR-12n, GMD-1

REFLECTIVE YELLOW ORANGE BLACK GREY



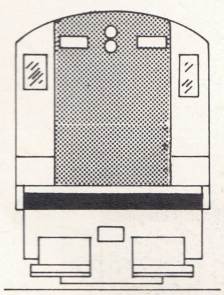
CNR, GR-12k, SW-1200RS

YELLOW BLACK GREEN



CNR, GR-12d, SW-1200RS

ORANGE BLACK GREY



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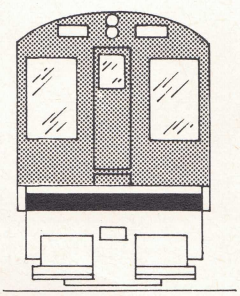

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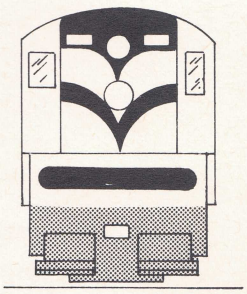

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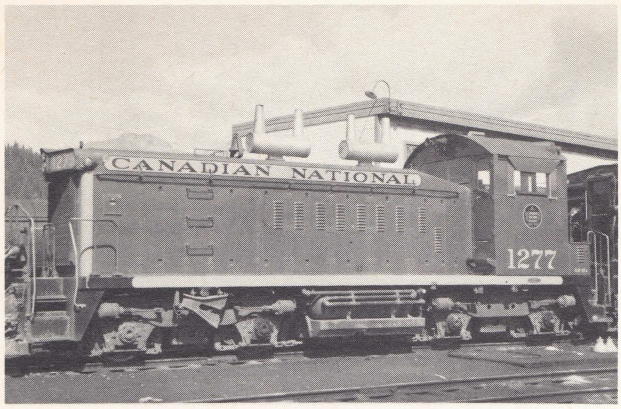
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

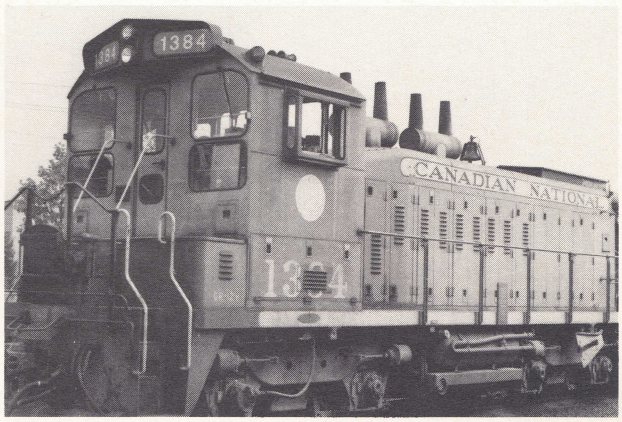
Date: 4-10-74	By: D.C.L.	Drg. No. D-26



JIM HOPE

1277 At Jasper Alberta August 5, 1960 this GR-12K quite clean. The flexicoil trucks indicate this is a SW-1200 RS as does the end number boards. The spark arrestors show their aluminum paint clearly. Note the location of the class designation on the battery box and the style of numbers used on the cab side. The 20" outside diameter herald has a yellow outline, black background, red maple leaf and yellow box with CANADIAN NATIONAL RAILWAYS in its center. Also note handrail on car body below road name.

1384 Fifteen years later this sister unit to 1277 is still in the yellow and green paint though somewhat faded. Shown here at North Vancouver in September, 1975. Only face of cab is painted yellow; battery box and number board area is green, step handrails have been repainted with bright yellow paint. ACI label and winterization hood have been added as well as the winterization window extention for the engineer. The offset on the spark arrestor inlet is clear in the three quarter view.



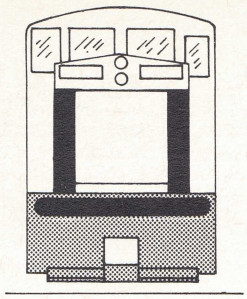
LEE PALMER & THE AUTHOR

THE AUTHOR

1275 At Vancouver Terminal December 26, 1974. This view shows grey side stripe as a continuous belt all round unit. The orange end and grey portions of the handrails are evident. Compare style on MU connections with those of 1384 above. All present day units have the handrails mounted on the outside of the walkways.

LEE PALMER & THE AUTHOR

1274 Shown here at Vancouver in August, 1975 the lack of class designation below the road numbers is the most noticeable painting feature. The orange on the nose stops at the frame-carbody joint above the walkway. All units on this page have rerailers hung alongside the front trucks.



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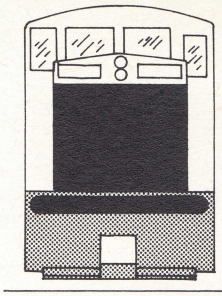

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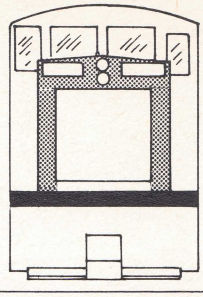

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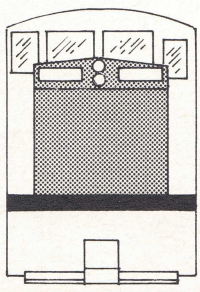

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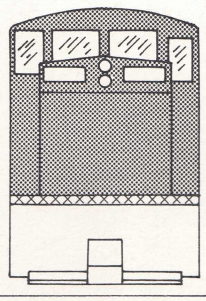

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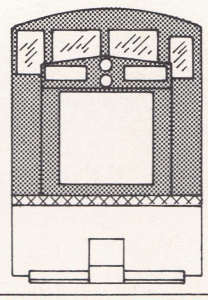

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SPARK ARRESTOR
PAINTED ALUMINUM

69
D-28

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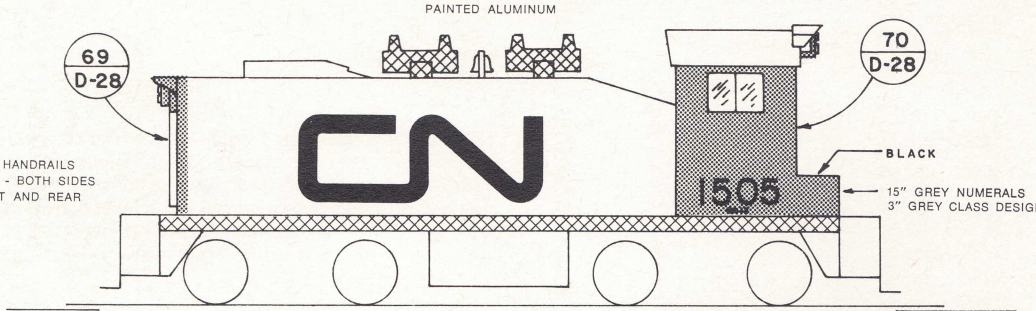
D-28

STEP HANDRAILS
GREY - BOTH SIDES
FRONT AND REAR

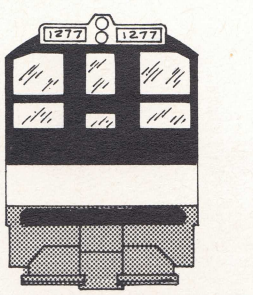


BLACK

15" GREY NUMERALS
3" GREY CLASS DESIGNATION

CNR, GR-12e - SW-1200 RS

REFLECTIVE YELLOW ORANGE BLACK GREY



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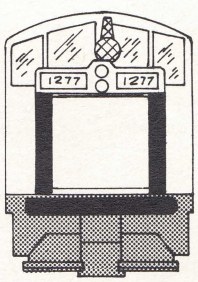

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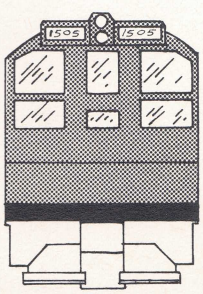
D-26



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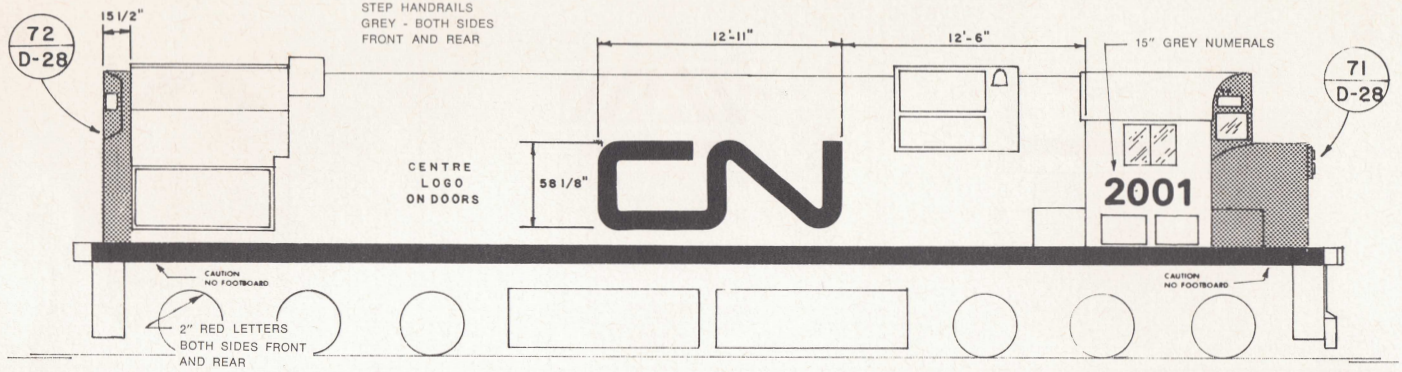
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

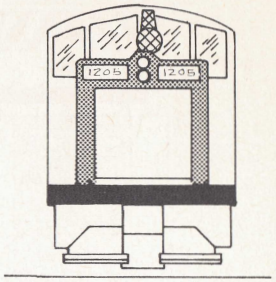
Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

Date: 4-16-74	By: D.C.L.	Drg.No. D-27



CNR, MR-30a, C-630

ORANGE BLACK GREY



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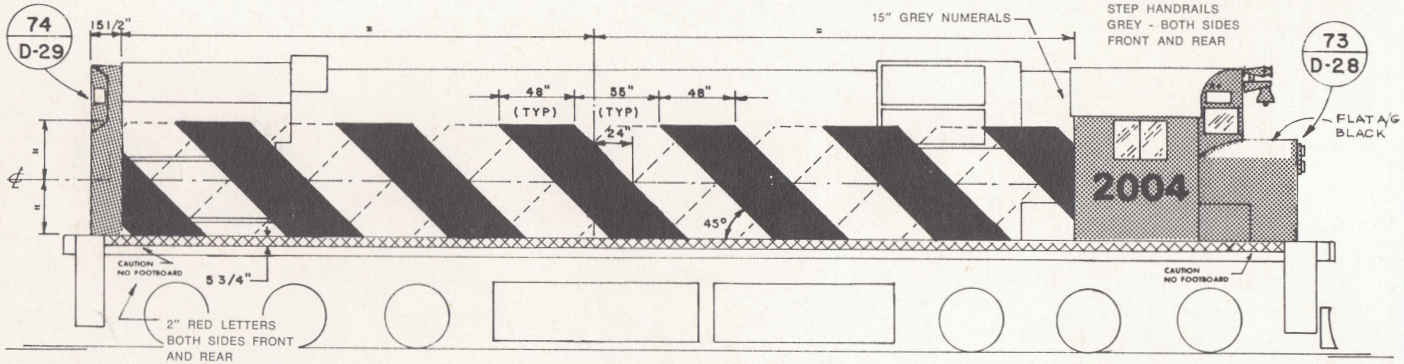
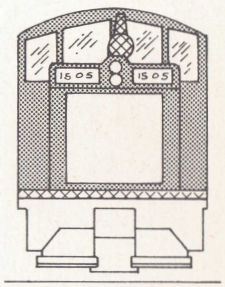


CNR, MF-30b, C-630

REFLECTIVE YELLOW ORANGE BLACK GREY



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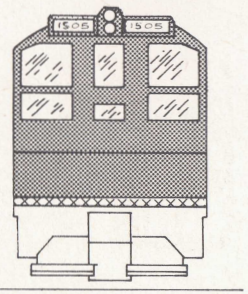

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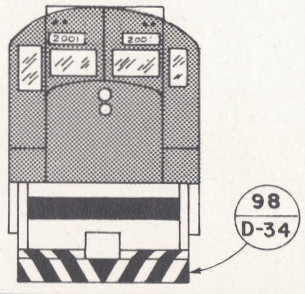
D-27



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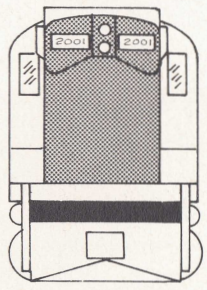

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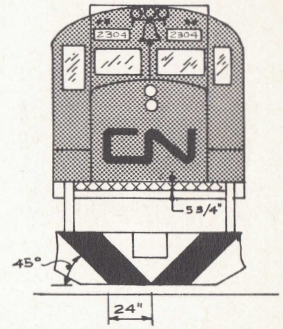

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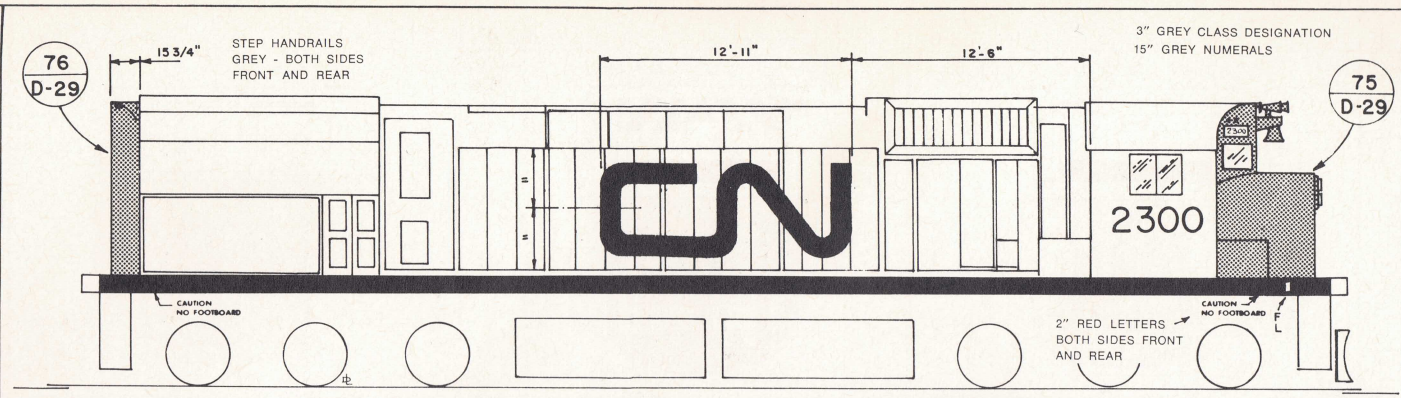
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

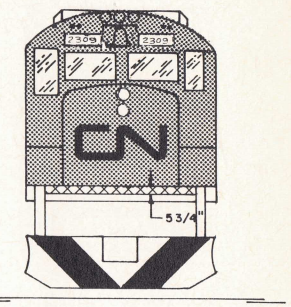
Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

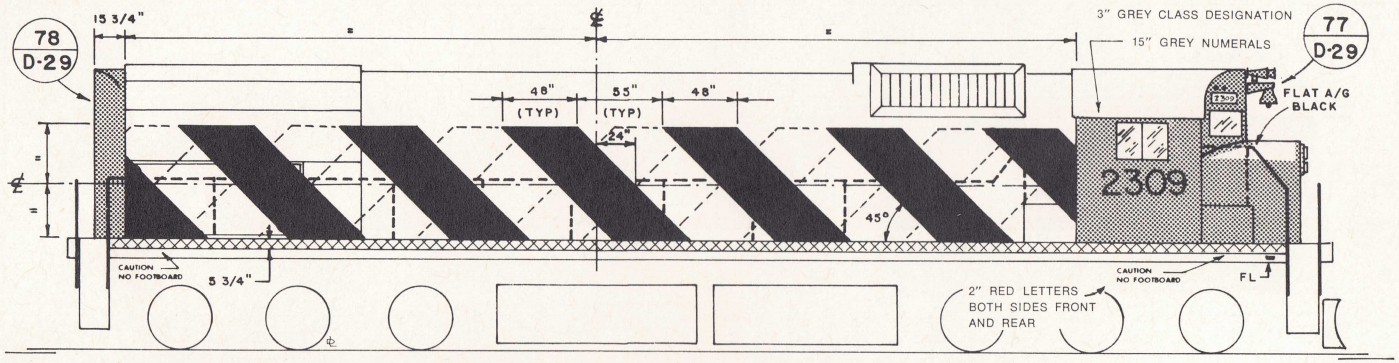
Date: 4-27-74 | By: D.C.L. | Drg. No. D-28



CNR, MF-36a, M-636

ORANGE BLACK GREY

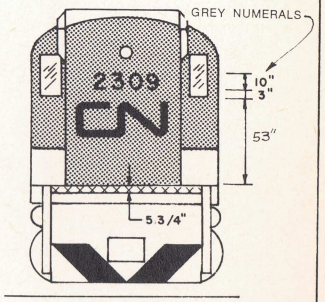


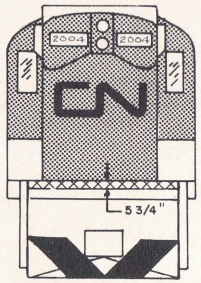


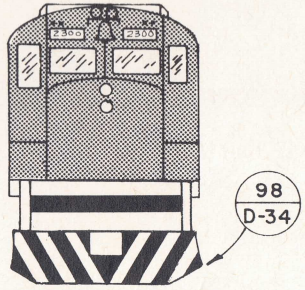
CNR, MF-36a, M-636

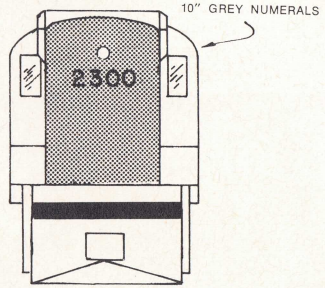
STEP HANDRAILS
GREY - BOTH SIDES
FRONT AND REAR

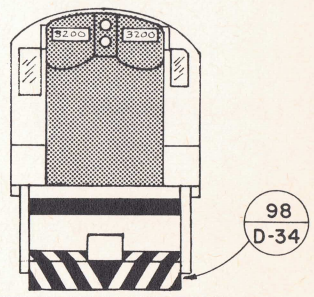
REFLECTIVE YELLOW ORANGE BLACK GREY







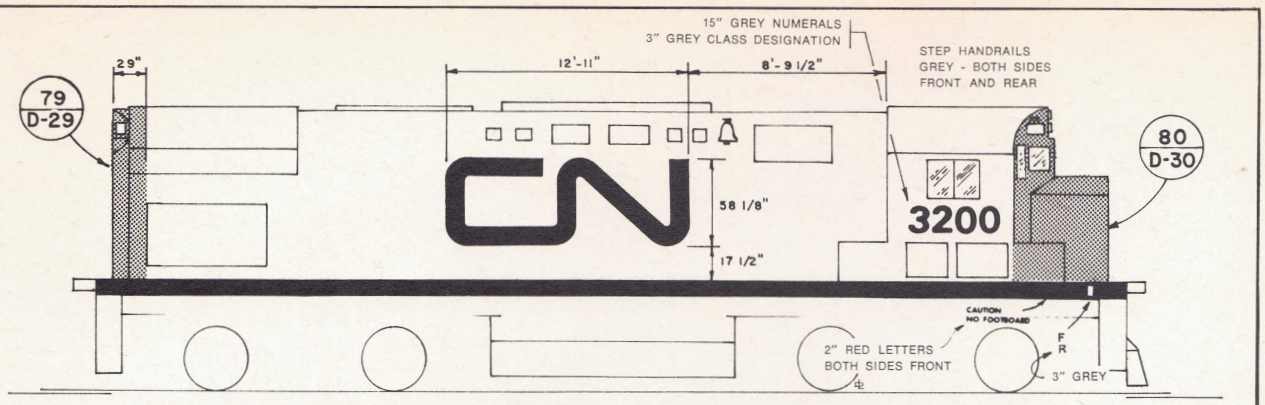




PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

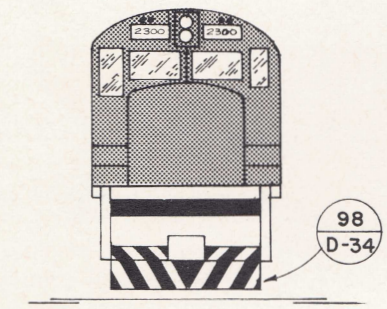
Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

Date: 5-7-74 | By: D.C.L. | Drg.No. D-29

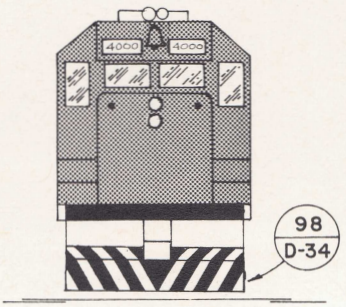


CNR, MR-24a, C-424

ORANGE BLACK GREY



80
D-30



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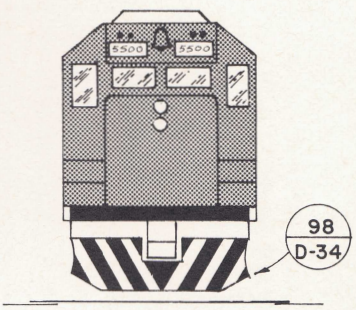
D-31



82
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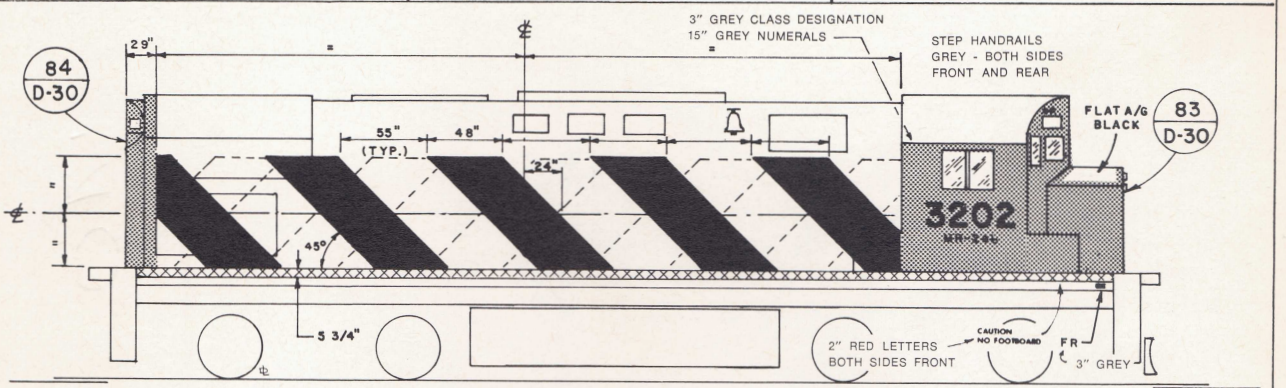
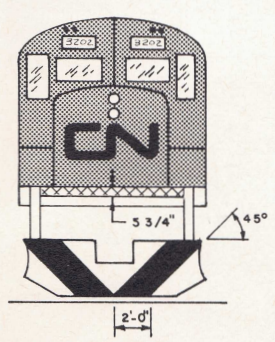
D-34



CNR, MR-24b, C-424

REFLECTIVE YELLOW ORANGE BLACK GREY



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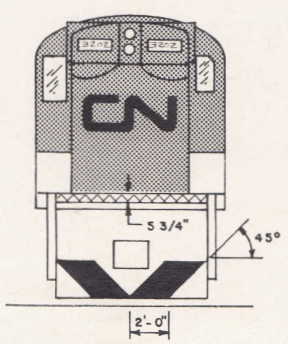
D-30



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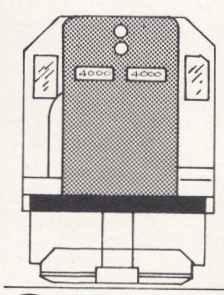
D-30

GP-35 HAS HORIZONTAL LIGHTS



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PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

Date: 6-22-74	By: D.C.L.	Drg.Nº. D-30

4000 One of only two GP-35s to run on the "CANADIAN NATIONAL" this GR-25a had front plate pilot but it lacked the grey diagonal stripes. Placement of M.U. connections and bell over cab window are the most noticeable differences from a stock GP-35.

3200 MR-24a MLW Century 424, along with sister 3201 were the only units of this type to have lights mounted above cab windows, later MR-24b and c had lights on the low nose. Note side mounted bell. These units had rounded back end of long hood unlike ALCO C-424s. *CANADIAN NATIONAL*

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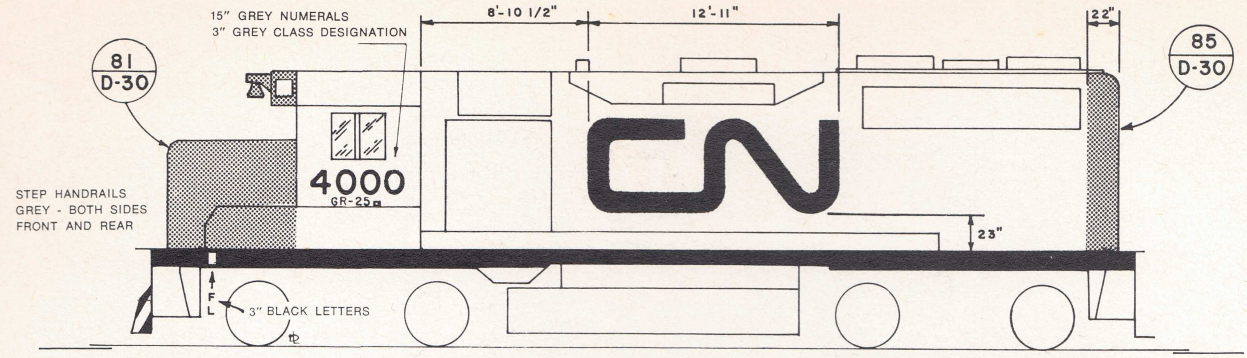
RAIL CANADA vol.I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

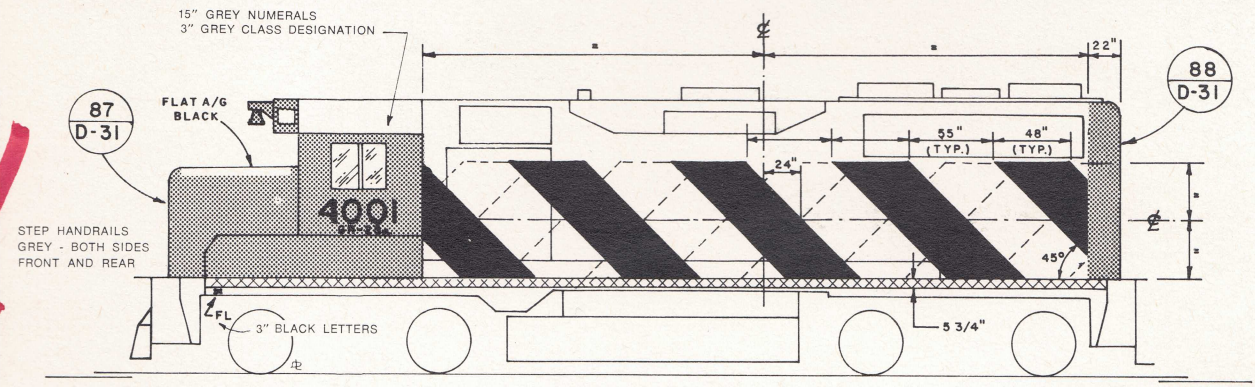
Subject - DIESEL LOCOMOTIVES
Section - PROTOTYPE PHOTOS
Railway - CANADIAN NATIONAL

Date: 12-16-75 | By: D.C.L. | Drg.No. PP-20



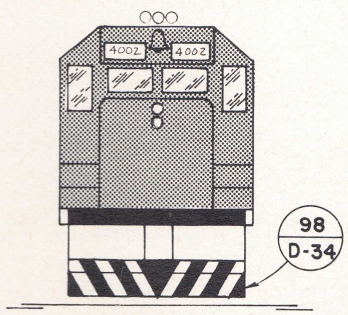
CNR, GR-25a, GP-35

ORANGE BLACK GREY



CNR, GR-25a, GP-35

REFLECTIVE YELLOW ORANGE BLACK GREY



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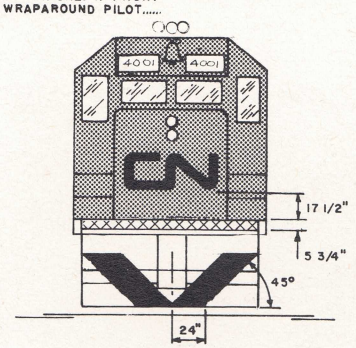
D-32

END STRIPE ONLY IF FRONT
HAS WRAPAROUND PILOT.....



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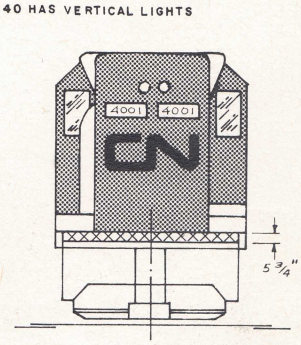
D-31

GP-40 HAS VERTICAL LIGHTS



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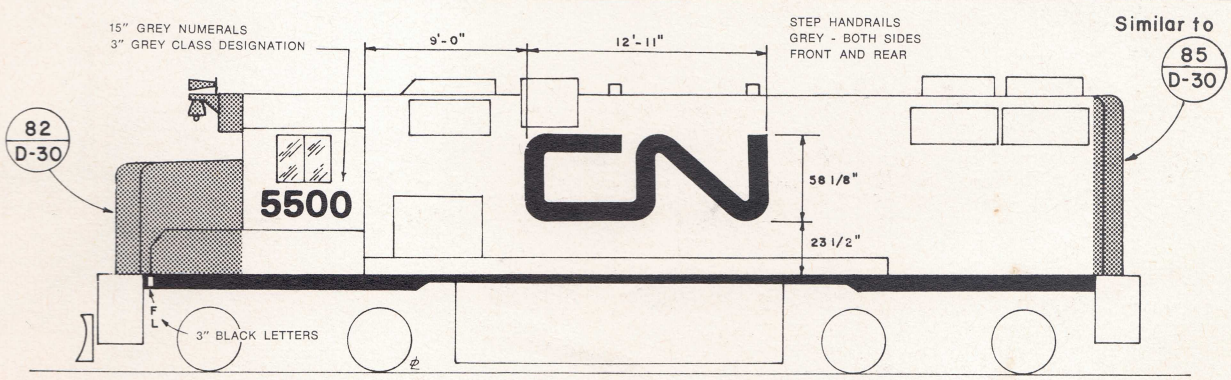
88
D-33



CNR, GR-20a, GP-38

ORANGE BLACK GREY

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PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject – DIESEL LOCOMOTIVES
Section – OUTLINE DRAWINGS
Railway – CANADIAN NATIONAL

Date: 6-24-74	By: D.C.L.	Drg. No. D-31

CANADIAN NATIONAL

4006 The fifth GP-40, GR-30a delivered in 1966 reclassed to GR-430a to distinguish it from the early SD-40's which also carried the GR-30 classification. This clean photo shows the front only plate pilot clearly with its grey stripes. Note the placement of the horns. Only the lift lugs on the front and back frame did not receive the wrap around grey belt.

D.R. PHILLIPS

9491 GF-430a a wide nose GP-40-2L at Calgary's Sarcee Yards on October 27, 1974. New frame, cab, and paint scheme make this unit only faintly resemble 4006 above. There are now 233 of these units on CN all very similar to 9491.

BILL GALOVICH

9002 F3A at Vancouver shows the replacement louvered panels in place of the wire covered side openings.

9132 Green and yellow F7A with dynamic brake fan and roof mounted bell. The winterization hood over rear fan returned warm air back into car body.

BILL GALOVICH

CANADIAN NATIONAL

9162,9193 Formerly F7A 9140 and F7B 9057 shown at Transona Manitoba following rebuild. Note the yellow reflective strip is cut at the doors and vertical rivet plates. Grey and orange grab irons are evident in this excellent photo. Also note the road and class numbers are located differently on the two units.

6516 This splendid autumn photo of the "Super Continential" pulled by a FP9A and F9B shows many of the painting features a modeler would look for. The placement of the herald and black outlined green nose stripes are clearly shown, as well as the black pilot, yellow grab irons and anticlimber edges.

CANADIAN NATIONAL

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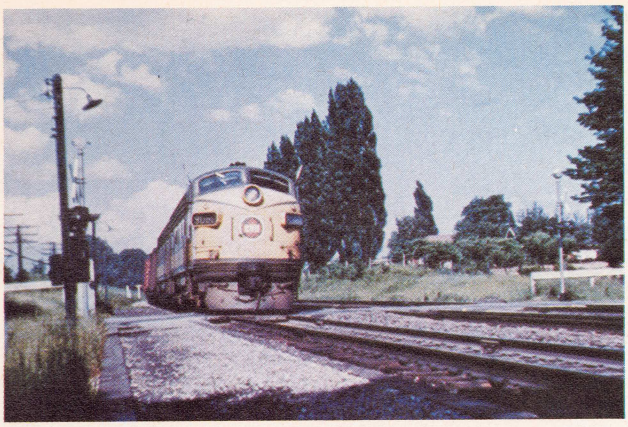
RAIL CANADA vol.I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - PROTOTYPE PHOTOS
Railway - CANADIAN NATIONAL

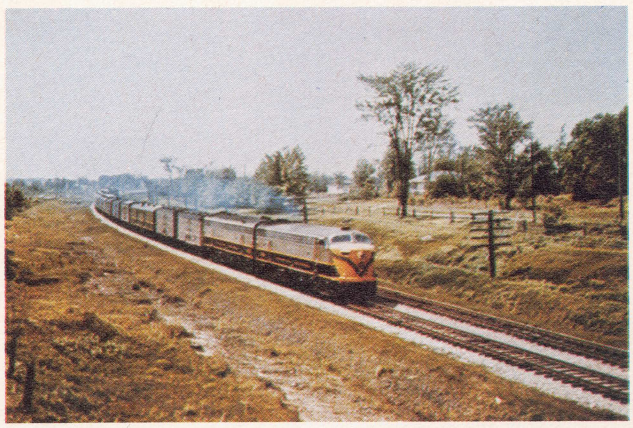
Date: 8-25-75	By: D.C.L.	Drg.№. PP-23



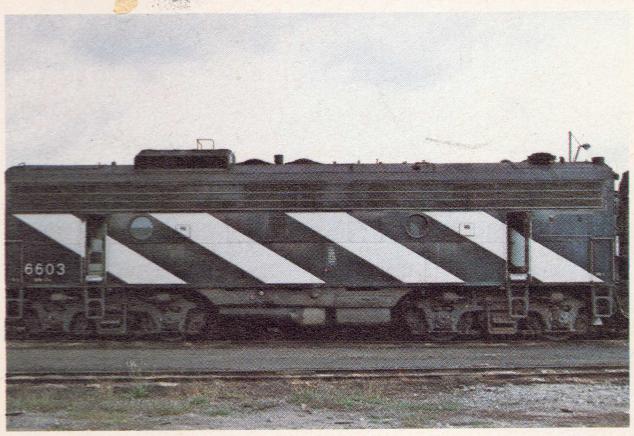
F7A at Dixie Road, Ontario in July, 1954 shows earlier nose herald than that shown on 9132 on page 65. This almost straight on photo give a clear view of the nose stripes.

LORNE PERRY

Rare Fairbanks-Morse CPA-16-5 and CPB-16-5 A and B units headup the maritime express at St. Bruno, Quebec in 1959.



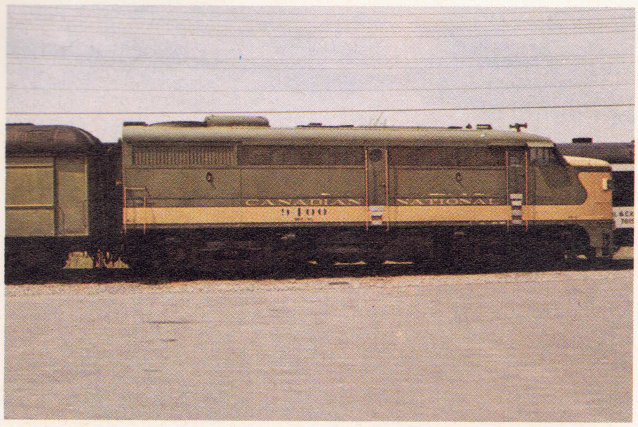
CANADIAN NATIONAL



6507, 6511 & 6603 show the present CN passenger power in a scheme that may not last too much longer though this is not firmly confirmed. FPA-9 6507 was the trailing unit of an A-B-A combination, hence the opened pilot for the through train air line. Units caught at Vancouver terminal in August, 1975.

LEE PALMER

GEORGE HARROP



9400 On permanent display at the National Museum of Science and Technology in Ottawa. Repainted to green and yellow by CN in 1969, the unit now shows the effects of outdoor storage through 6 Ontario winters. Most noticeable difference from the original shown on page 22 are the square cornered number boards. Perhaps when this unit is repainted it may find a home indoors.

6782 FPA-4 and two FPB-4 B units at Valois Quebec. These MLW built units are a Canadian National exclusive as no other Canadian or American road followed up on this extention of the FA-2 design. Note the added grill space below the radiator shutters for after cooler piping from the air compressor.

GEORGE HARROP

6792 Coupled to a GMB unit in the B.C. Interior shows several features clearly. The winterization hood over radiator exhaust fan, grey side grab irons, roof mounted bell and chime horn. When compared to 6782 above you will note the different application of black above the pilot and the rock lights.

BILL GALOVICH

4344 GP-9 caught in green and yellow at Port Mann, B.C.. Unit has 48" dia. fans and flexicoil trucks. The yellow end handrails show clearly.

BILL GALOVICH

4352 One of four GP-9's to receive this paint scheme for a time, all since repainted. Note the grey handrails and posts also bell mounted on short hood.

BILL GALOVICH

853 GMD G8 at Vancouver for servicing, missing idler axle in flexicoil truck is noticeable. The deep vee of the yellow stripes places the herald quite high on this unit.

BILL GALOVICH

992 GMD G12 Perhaps this was the forerunner of the new orange cab paint scheme now in use on the C.N. Note door is orange but cab black. The grey stripe is unbroken all round.

BILL GALOVICH

7830 RS-3 class Y-7a renumbered in 1954 to 1800 class MR-16a shown at St. Lambert, Quebec December 1953 in near new paint. No RS-3s remain in service on the CNR.

LORNE PERRY

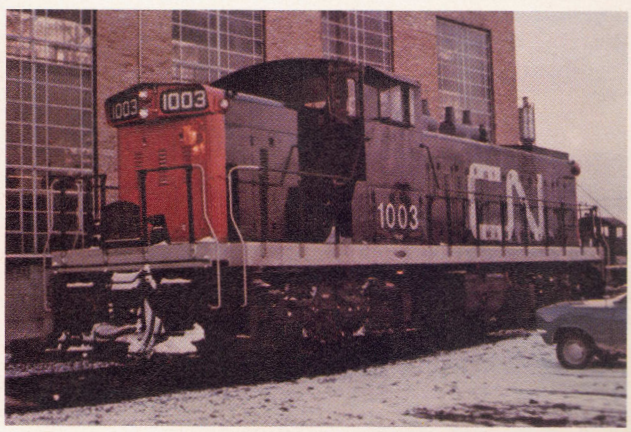
3152 Near Windsor, Ontario in 1971 RS-18 modified into MRE-18 by CN for southwestern Ontario TEMPO TRAIN service in 1964 with addition of electric generator in extended short hood. While the colours are the same as other post 1961 locomotives, the arrangement is quite unique. The stainless coaches have black roofs and orange doors with a small black CN logo on the ss portion.

GEORGE HARROP

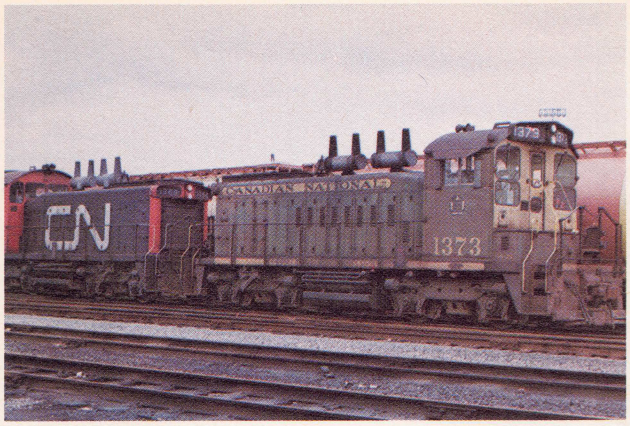
1001 GMD1 class GR-12m these units are unique to the CNR and the CN/CP operated NAR. Six wheel A-1-A trucks were designed for operation on light rail, center axel had 33" dia. wheels. Note handrails are mounted on carbody, and chime horn on long hood.

BILL GALOVICH

1003 GMD1 at Vancouver in 1961-74 scheme. Handrails have been moved to outside of walkway, also the shape at the steps. Bell is located directly forward of the front spark arrestor. Another version of this engine in the 1900-17 number series had 4 wheel flexicoil trucks.



BILL GALOVICH

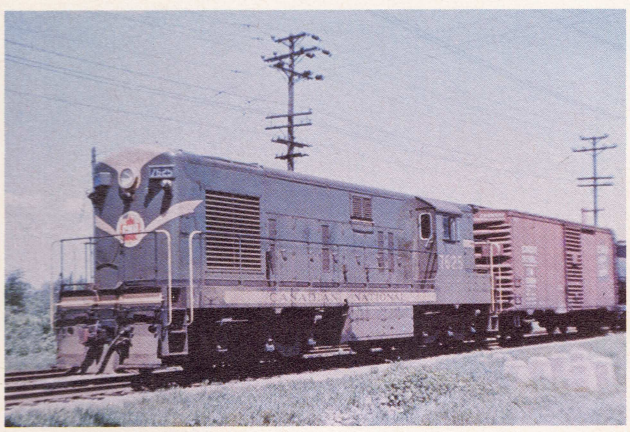


1373 Green and yellow GR-12y GMD SW-1200RS. This road switcher version of the SW-1200 is fitted with remote steam generator control panel and other features permitting both road freight and passenger use. Shown here in September , 1975 at North Vancouver, B.C. with 1368 in the new colours minus the yellow reflective stripe along the running board. This goes to prove you can mix many paint schemes as some engines even miss some completely.

LEE PALMER

1275 GR-12k in 1961-74 colour scheme with new air conditioned caboose. Flexicoil trucks show up quite well in this photo taken at Vancouver terminal in August, 1975. As on 1373 & 1368 these units have side handrails rather than the carbody mounted type. All SW1200-RS units have front & rear number boards and twin headlights.

LEE PALMER



7625 Now retired, FM H-12-64 class Y-2-d later class CR-12d No. 1625 was built by CLC in Canada. This 1953 view at St Lambert, Quebec clearly shows the unique nose striping and equally unusual road name location on the side skirt.

LORNE PERRY

2318 And companion M-636 in the unusual role hauling a string of passenger cars on a fan trip east of Montreal in May, 1972. The rear view of the trailing unit shows the lack of the Alco type notches and number boards. Like 2300 shown on Page 72 side of step in front of cab is painted black.

GEORGE HARROP

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RAIL CANADA vol.I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - PROTOTYPE PHOTOS
Railway - CANADIAN NATIONAL

Date: 10-27-75 | By: D.C.L. | Drg.№. PP-28

2001 Fresh in its new paint MLW C-630 MR-30a (now MF-30a) came with a wraparound front pilot and footboards on the rear. Unlike their American counterparts these units had even spacing on the three axels in each truck. Note bell and horn location also radio antenna on cab roof.

2300 First of the MLW M-636 units delivered. 2300 has snowplow and no rear footboards. Note bell and horns on cab front, and even spaced axels on the trucks. The section of cab in front of right door below walkway should have been painted orange.

CANADIAN NATIONAL

5075 This late winter afternoon shot of GR-30d (now GF-30d) SD40 the last of 50 units of this class, was equipped with a combination pilot on No. 2 end and snowplow pilot on No. 1 front end. Note red footboard warning sign and FR (front right) in black. No dynamic brakes or snow shield are spotting features on this unit. Compare plow painting with that on 5560.

5560 The last of the GR-20b class and first GM unit to sport the wide nose comfort/cab and new paint job. This GP-38-2 came without steps on either end of unit. Lack of dynamic brakes and paper air filter housing are spotting features. The flat black anti-glare section in front of the cab window is standard to low nose units in this paint scheme. Note single reflective stripe on anti-climber.

CANADIAN NATIONAL

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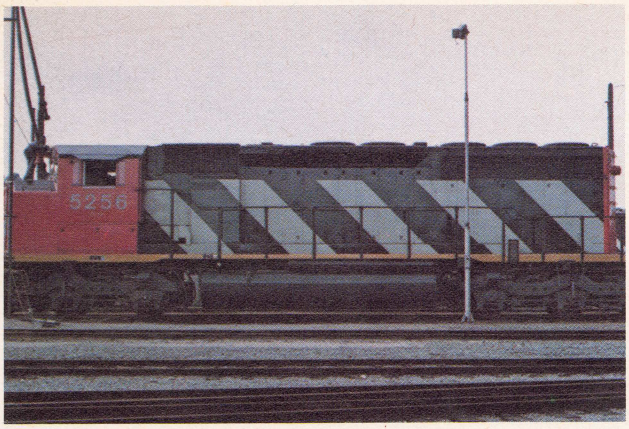
RAIL CANADA vol.I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - PROTOTYPE PHOTOS
Railway - CANADIAN NATIONAL

Date: 11-3-75	By: D.C.L.	Drg.№. PP-30



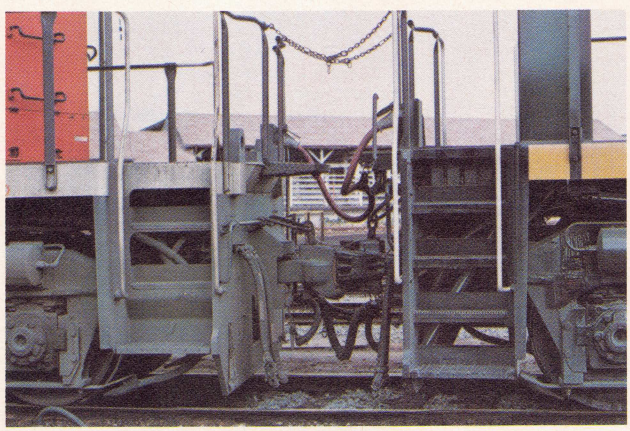
5256 SD40-2 taking on sand at Vancouver on a sunny August, 1975 afternoon. The advantages of the new paint scheme are again apparent in this photo. Engine was in downtown terminal between coal train runs for servicing normally done at Port Mann.

This nose view and the two at left show the DD GM of Canada version of the new comfort/safety cab to good advantage.

SD40-2(W)

Below, lack of number boards and markers show this to be a road freight unit designed for nose forward operation only. Note rear outside mounted brake wheel and no footboard sign in red on reflective stripe.

Above, 5256 coupled to SD40 5116 in the old paint. Note single rear light and black numerals on rear of 5116.
Below some of the difference between the SD40-2 and the SD40 on the left show up in the different step treatment, and lack of end drop step on Dash 2 unit.



LEE PALMER PHOTOS

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RAIL CANADA vol.I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - PROTOTYPE PHOTOS
Railway - CANADIAN NATIONAL

Date: 11-3-75 | By: D.C.L. | Drg.No. PP-31

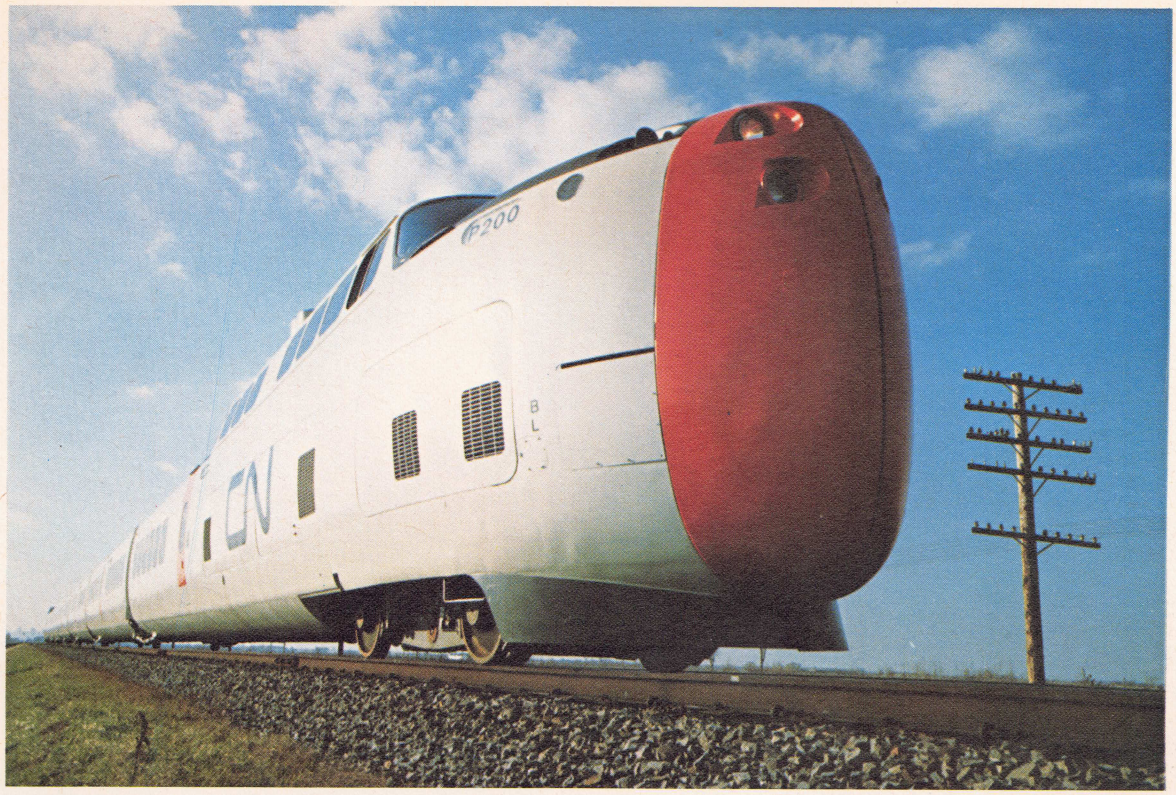
CANADIAN NATIONAL

2501 These MR-20a class 2000 HP MLW M-420 units delivered in 1973 were the first non basic Alco design road locomotives built by MLW. The CN-MLW developed wide nose comfort/safety cab made its debut at this time as did MLW's zero weight traction truck. The new all orange cab initially showed the cab was equipped with the new crew facilities, hot plate, refrigerator and toilet. The 45° angle side stripes in place of the CN logo combined to make these locomotives very noticeable and attractive. Handrail style and painting show quite clearly. A companion M-430 is in the works.

CANADIAN NATIONAL

The photo above gives an excellent close up of the zero weight traction truck and cab lettering on the M-420. Below left, end view shows the lack of number boards, oversize logo on first units, reflective stripes on anti-climber edges and 45° angle 24" wide (Horiz.Dim.) stripes on the plate pilot. Below right, a perfect view to show how all 45° stripes slope in a common direction, in the authors opinion this is the finest paint scheme on the CN since the green, yellow and black **Super Continental.**

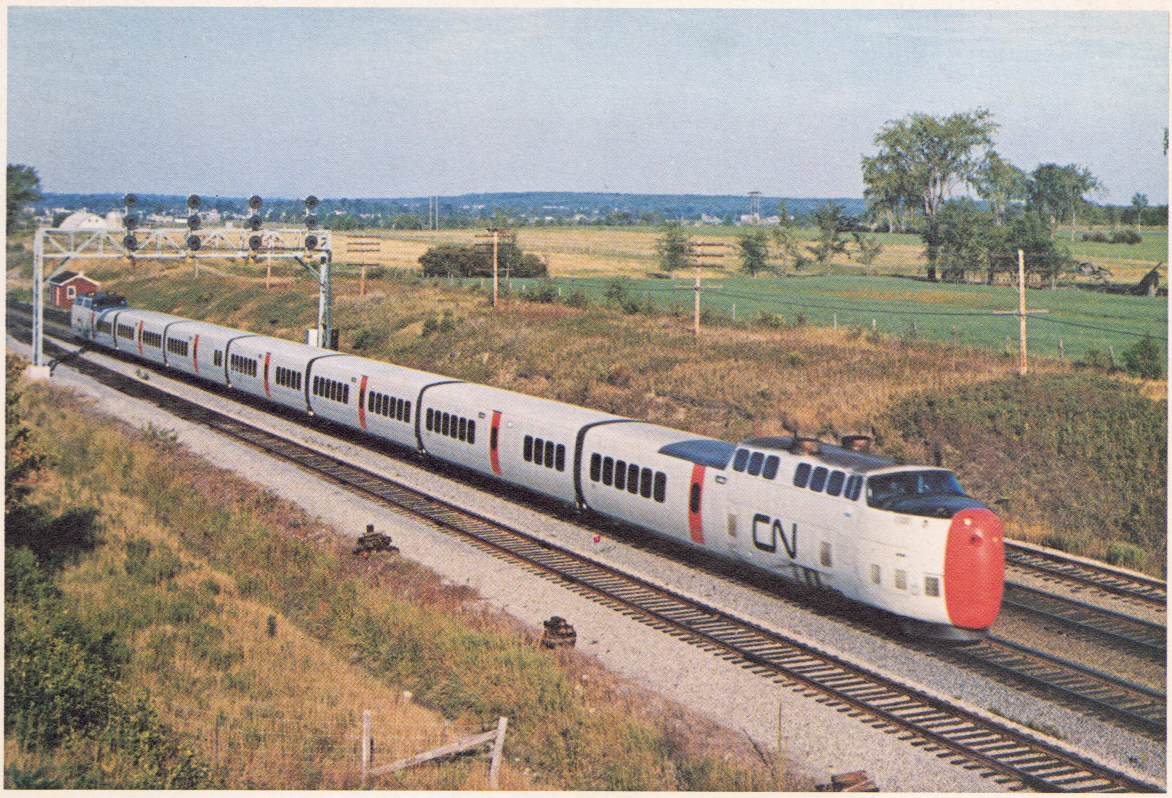
CANADIAN NATIONAL



CANADIAN NATIONAL

The Montreal-Toronto TURBO above shows the colour scheme quite clearly, note the differences in these two photos. Style of the turbine exhaust stack appears to be different and the orange door paint does not extend below the door in the lower photo. Due to extensive fire damage to a power unit earlier this year only the two Montreal-Toronto units are presently operating. The Montreal-Ottawa unit should return to service in April of 1976.

CANADIAN NATIONAL



CANADIAN NATIONAL

1867 - 1967 CPR FP9A Followed by CNR FP9A pulled the Confederation Train across Canada during 1967. This grey, black, and two tone purple paint scheme provided a strikingly colourful train. Data on the steam generator car and coaches will be included in a following volume of RAIL CANADA as time and space did not permit their inclusion in volume I. The five chime horn atop unit 1867 played the first five notes of "O'Canada".

CANADIAN NATIONAL

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PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - PROTOTYPE PHOTOS
Railway - CANADIAN NATIONAL

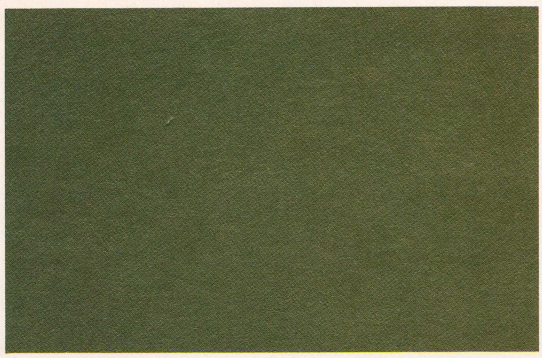
Date: 11-14-75	By: D.C.L.	Drg.No. PP-35

LORNE PERRY

7944 EMD NW-2 Delivered in 1946 in morency orange with black lettering. The steam type herald has yellow-gold lettering and border over red background. Note yellow-gold class numbers and black handrails.

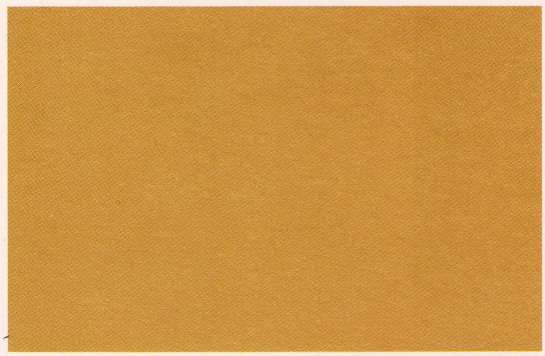
LEE PALMER

7206 GMD SW-900 In September, 1975 sporting the newest paint but has not had the yellow reflective side stripe added. The grey step handrails and aluminum paint on the spark arrestor shows up well. *GIZMO* on cab roof is radio antenna.



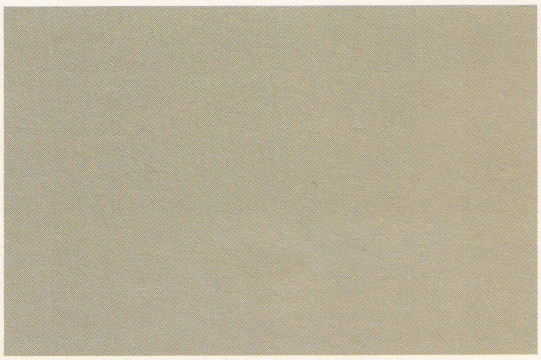
GREEN No. 11

In use on diesel locomotives from the post war era until 1961. Paint chip used was issued in April, 1954.



YELLOW No. 11

Used on locomotives from the post war period until 1961. Also as trim on the "super continental". Paint chip used issued February, 1954.



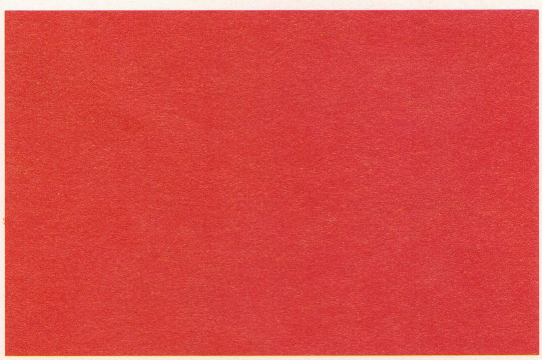
GREY No. 17

Used as colour for CN logo and diesel stripes from 1961 to the present day. Paint chip issued March, 1966.
This is also the grey used on passenger equipment.

The colours shown here were made as direct separations from colour chips supplied by the Canadian National Railways. The colours are as close as modern printing practices permit, review of the separation proofs and comparison with the chips indicate the colours you see here are representative of those used on the CN.

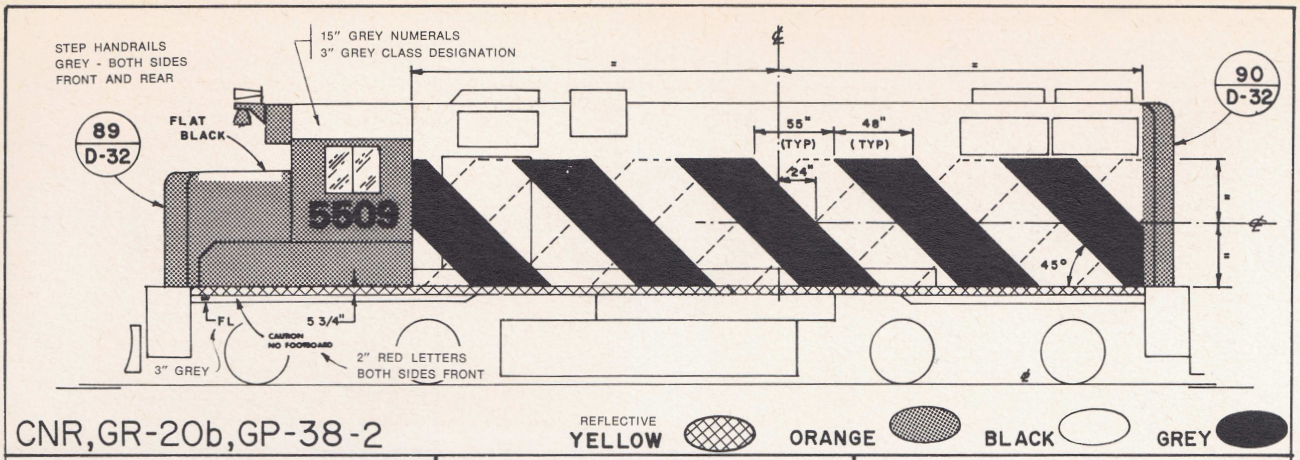
ORANGE No. 11

Used on both ends of road switchers and noses of A units, also on cabooses from 1961 to 1968. Paint chip issued in 1961.



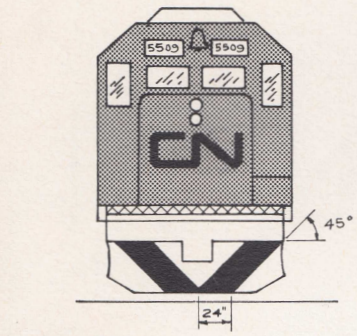
ORANGE No. 11

This is the present day orange for locomotives and cabooses, and it came into use in 1968. Paint chip issued July, 1968.

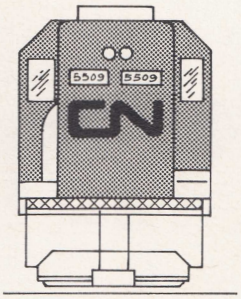


CNR, GR-20b, GP-38-2

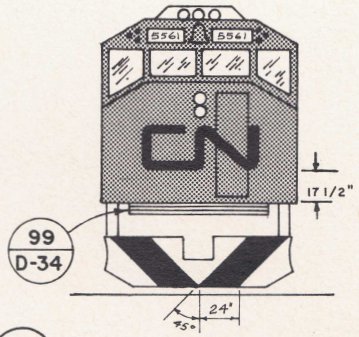
REFLECTIVE YELLOW ORANGE BLACK GREY



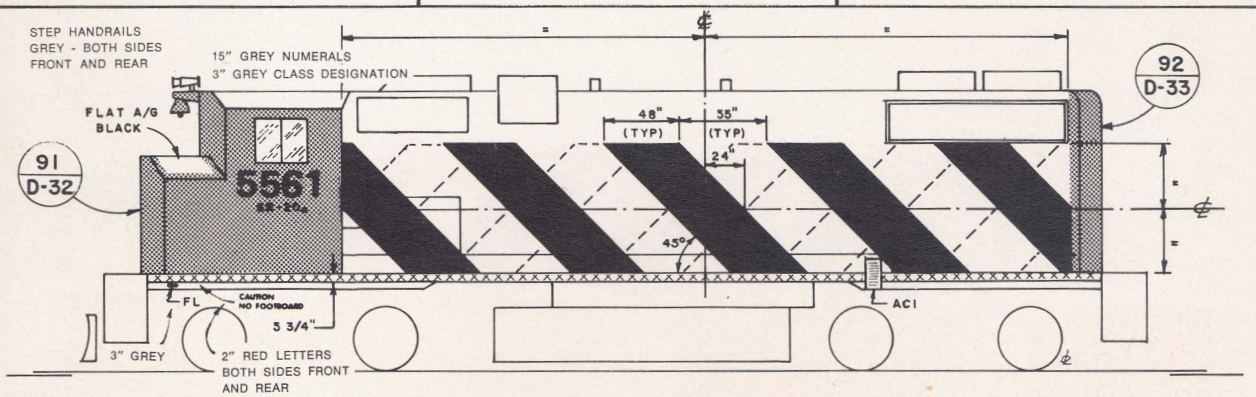
89 D-32 / 89 D-34



90 D-32

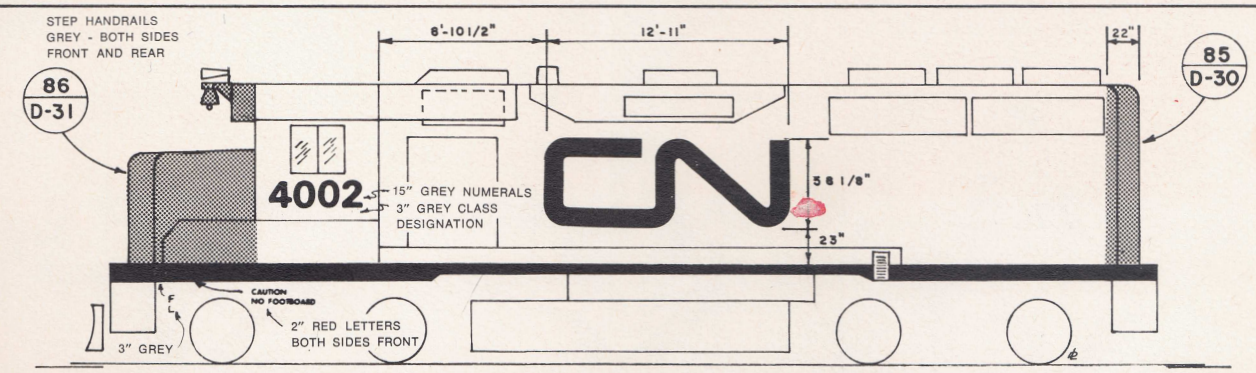


91 D-32



CNR, GR-20c, GP-38-2

REFLECTIVE YELLOW ORANGE BLACK GREY



CNR, GR-30a, GP-40

ORANGE BLACK GREY

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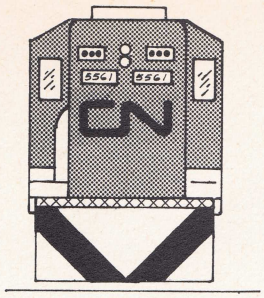
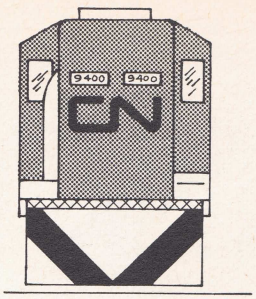
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

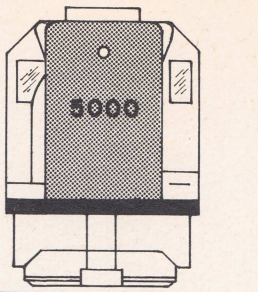
Date: 6-30-74	By: D.C.L.	Drg.No. D-32



92
D-32

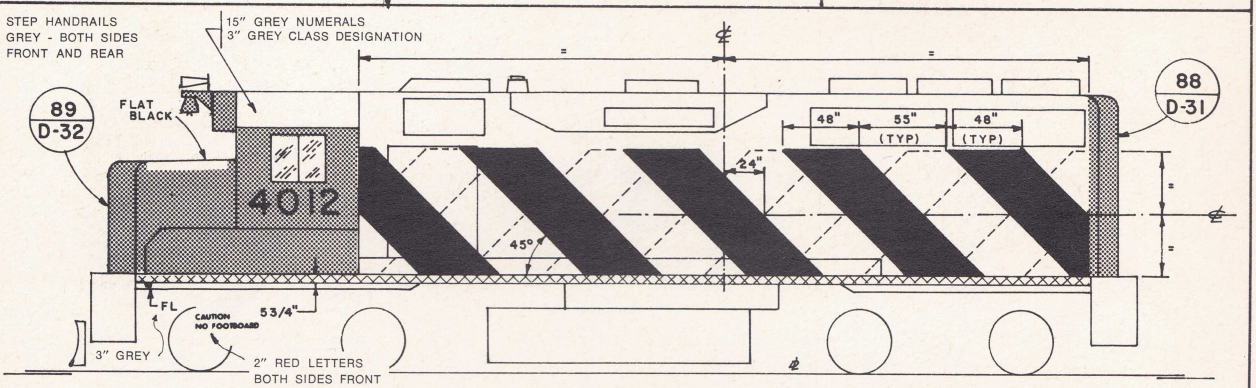


93
D-33



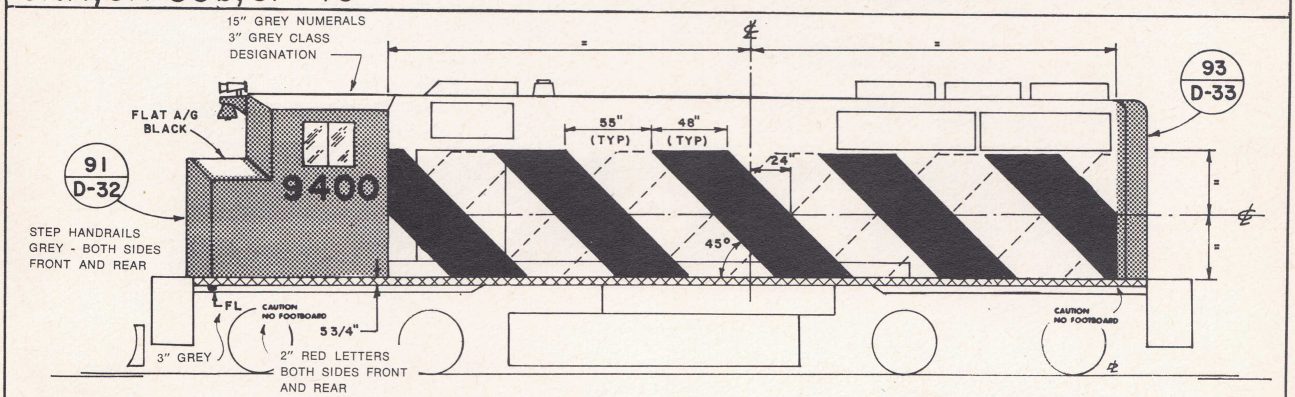
10" GREY NUMERALS

94
D-34



CNR, GR-30b, GP-40

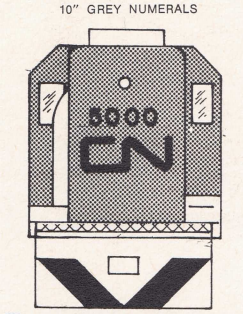
REFLECTIVE YELLOW ORANGE BLACK GREY



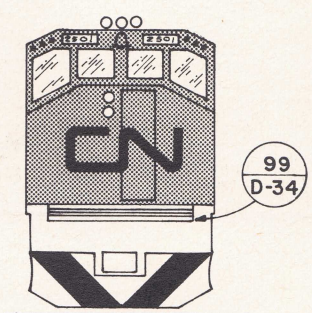
CNR, GF-430, GP-40-2L

REFLECTIVE YELLOW ORANGE BLACK GREY

10" GREY NUMERALS

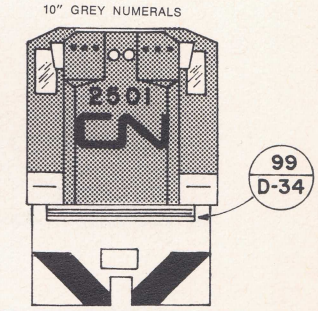


95
D-34



96
D-34

10" GREY NUMERALS



97
D-34

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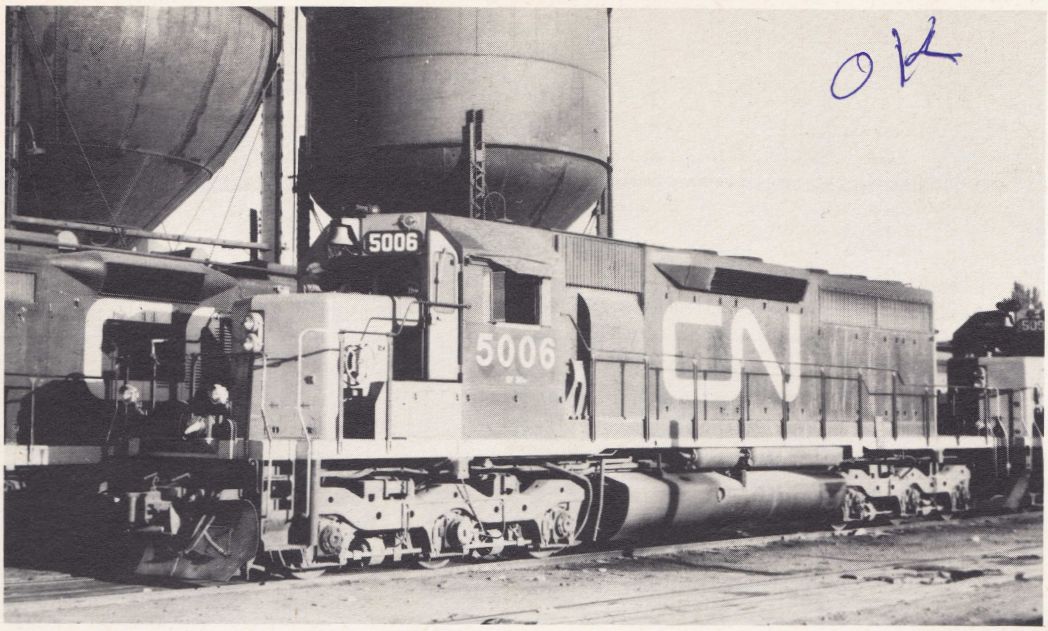
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

Date: 7-3-74	By: D.C.L.	Drg.№. D-33

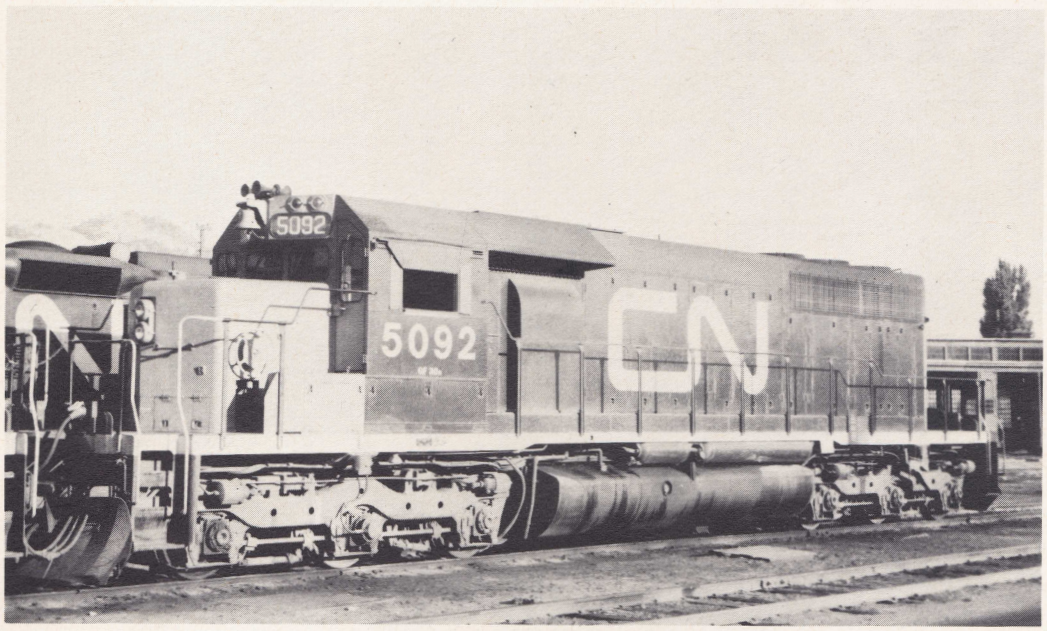


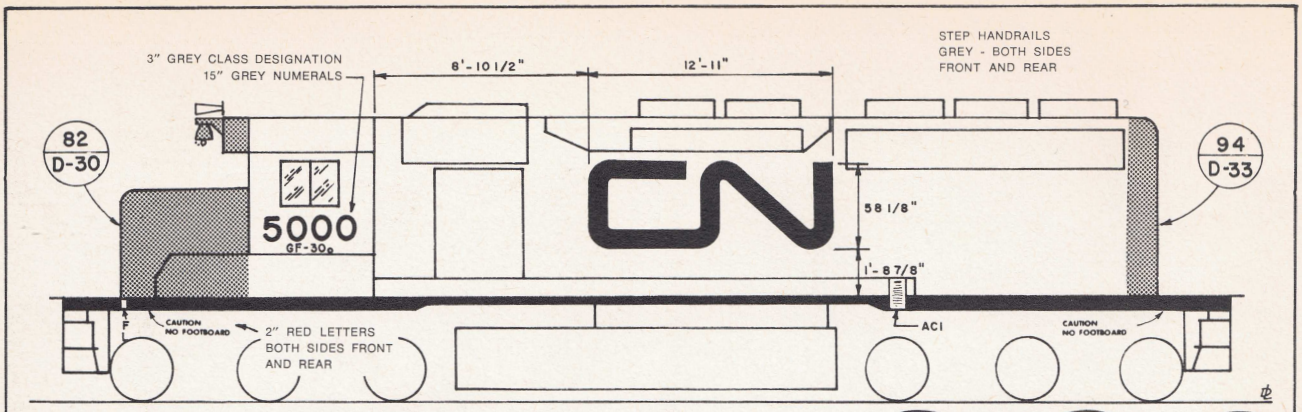
JIM HOPE

5006 GF-30c SD40 at Kamloops junction on July 9, 1971. Snowplow, rock lights and bell over cab windows the major differences from a stock SD40 and unit 5092 trailing. Note the rerailer behind cab.

5092 GF-30e at Kamloops junction on same day as 5006 shows several different features. Snowshields behind cab over air intakes, no dynamic brakes, second marker light above number boards.

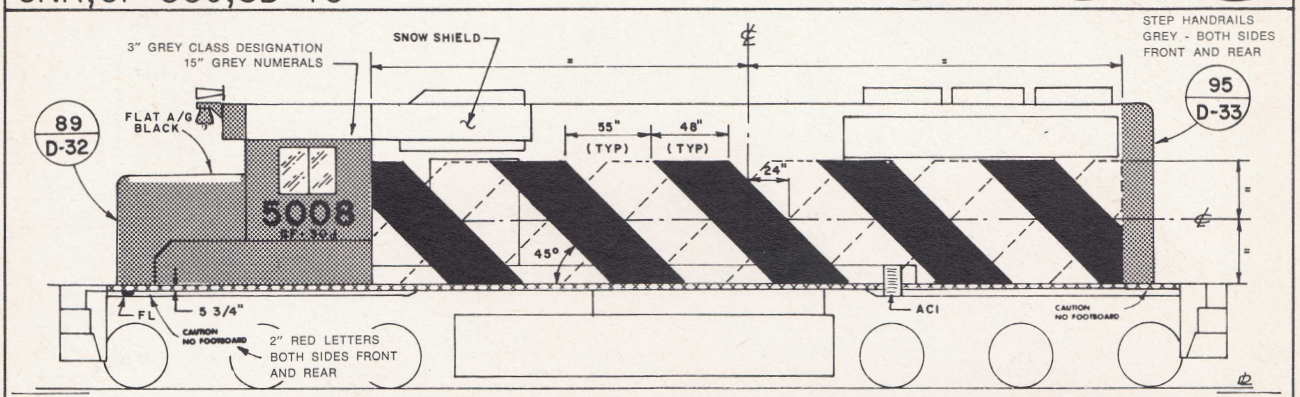
JIM HOPE





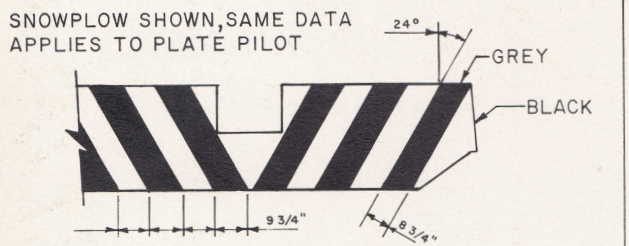
CNR, GF-30c, SD-40

ORANGE BLACK GREY



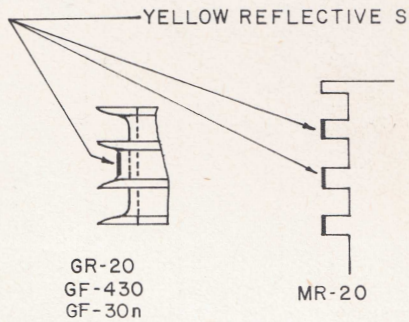
CNR, GF-30d, SD-40

REFLECTIVE YELLOW ORANGE BLACK GREY



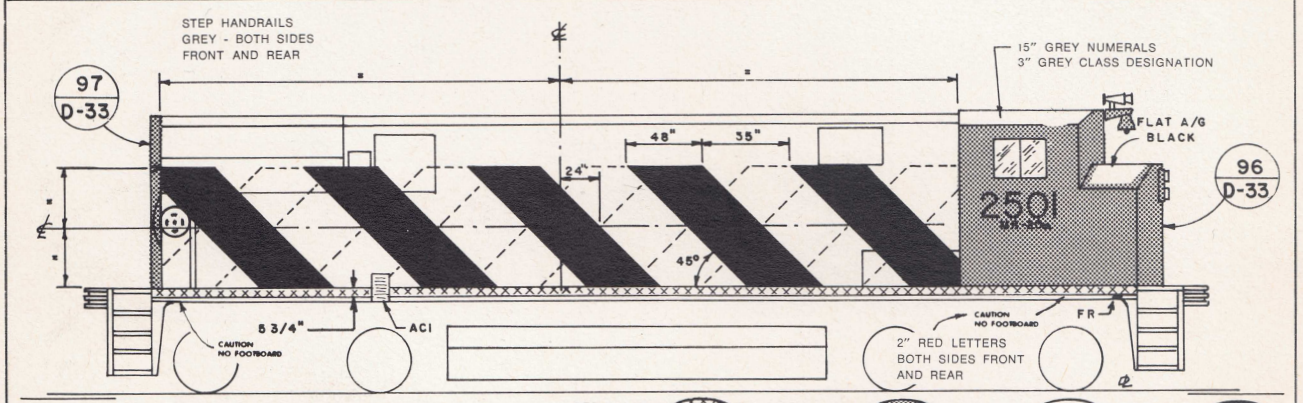
98
D-34

PAINTING DETAILS



99
D-34

ANTI-CLIMBER
PAINTING DETAIL



CNR, MR-20a, M-420

REFLECTIVE YELLOW ORANGE BLACK GREY

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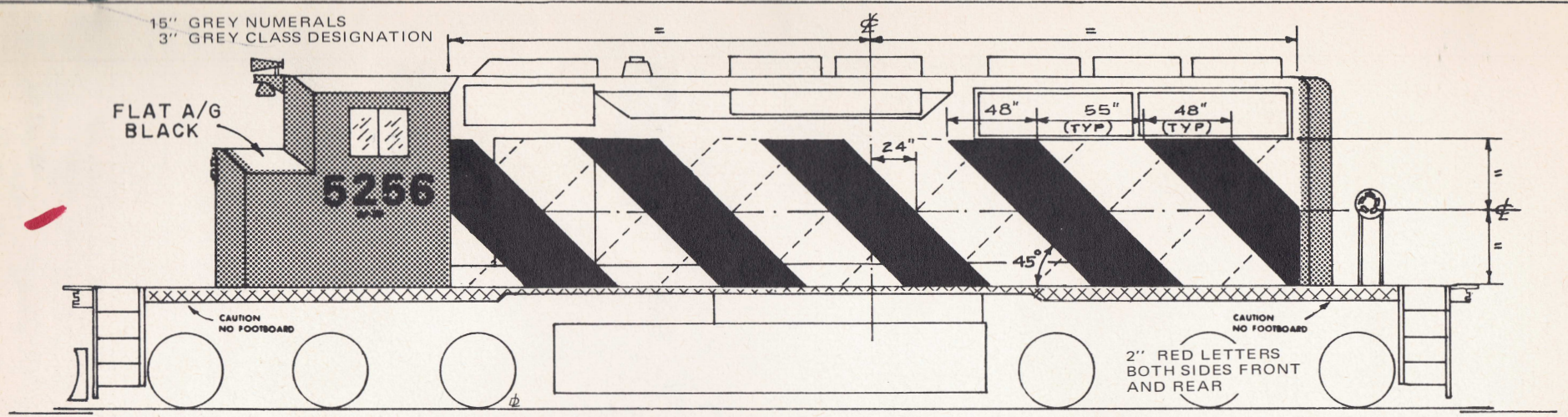
Date: 2-6-74	By: D.C.L.	Drg. No. D-34



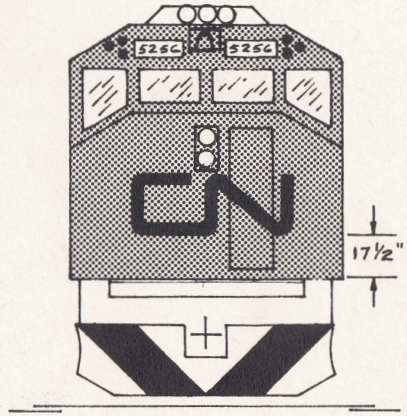
CNR, GF-30n, SD-40-2

REFLECTIVE YELLOW ORANGE BLACK GREY

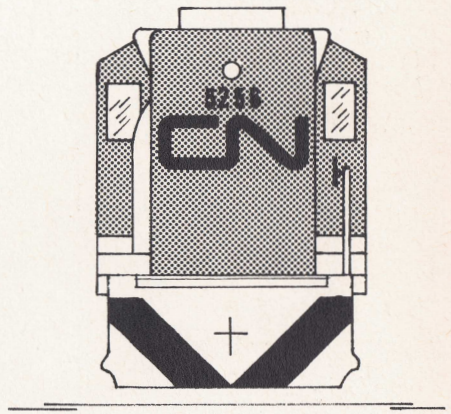
SD-40-2 Built by the Diesel Division of GM of Canada for the CN during the spring-summer of 1975, along with the earlier SD-40's these 390 ton behemoths form the backbone of the growing CN unit coal train business. 5241-61 are the first DASH 2 SD-40's purchased by CN and have the CN developed wide nose comfort cab. These units have dynamic brakes but 5262-78 GF-30p will not.

Differences will be noted from the first SD-40 units, a rear brake wheel located beside the right handrail on the veranda, the end steps have been improved, and modified end platforms not requiring the traditional drop step.

This was one of the last drawings prepared for RAIL CANADA Volume I and reflects the format that will be used in Volume II and III.



10" GREY NUMERALS



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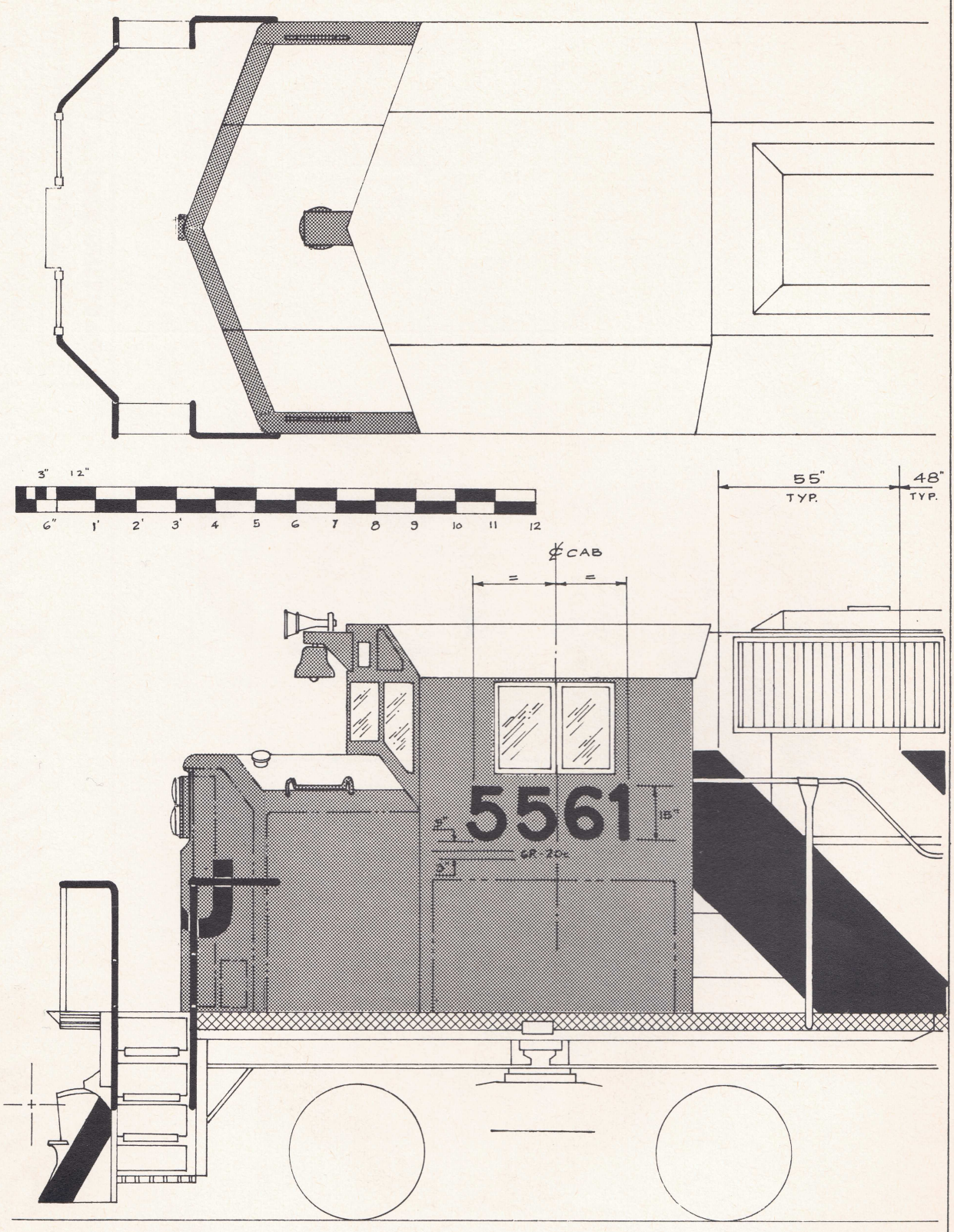
REVISED.

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

Date: 8-24-75	By: D.C.L.	Drg.No. D-34A

A WIDE NOSE STUDY.... GP-38-2



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Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
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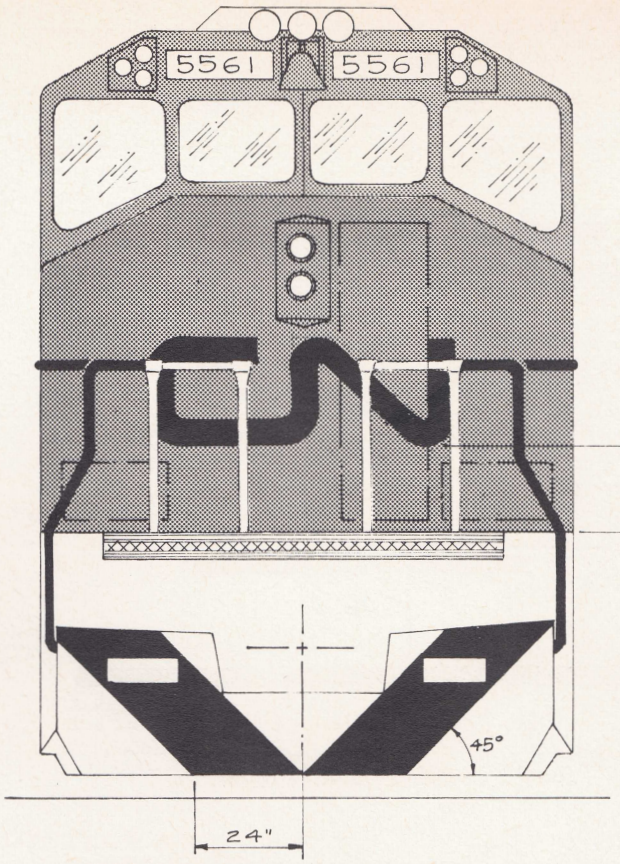
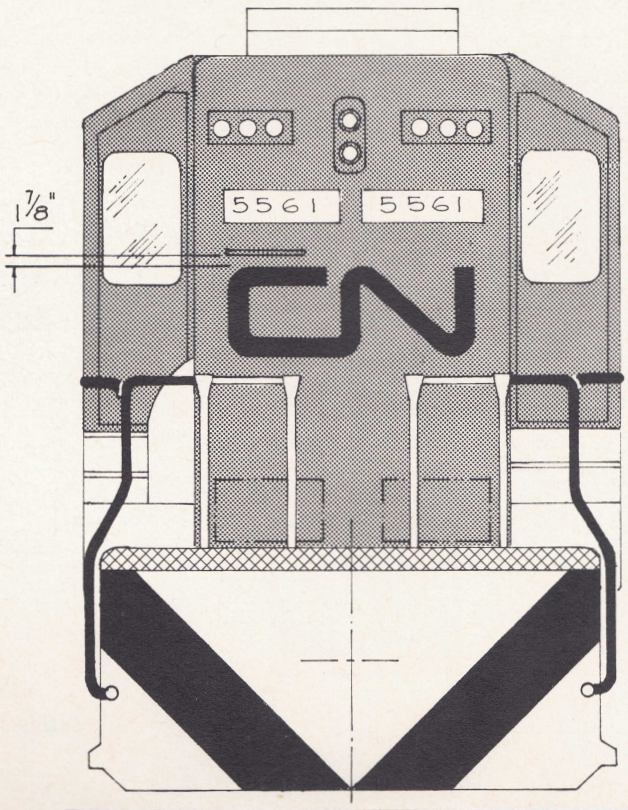
Date: 3-17-75	By: D.C.L.	Drg.No. D-35





REFLECTIVE
YELLOW
ORANGE
BLACK
GREY

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PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

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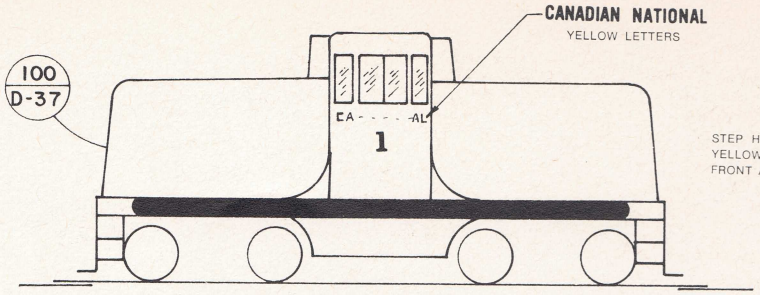
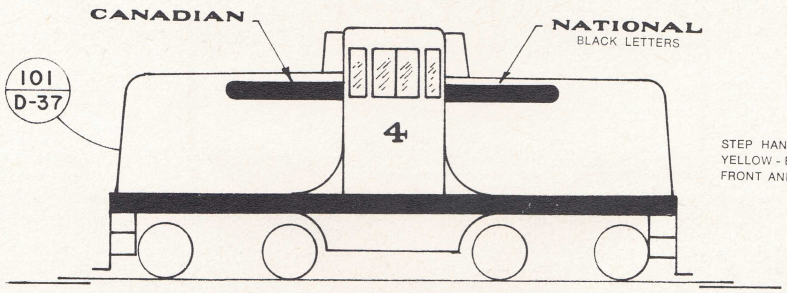
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

Date: 3-18-75	By: D.C.L.	Drg.No. D-36



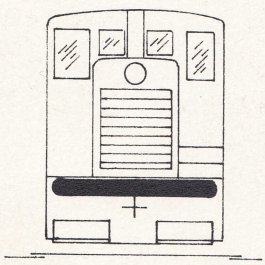
CNR, Y-1-a, 44 Ton.

YELLOW BLACK

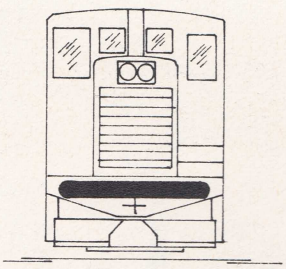


CNR, ER-4b, 44 Ton.

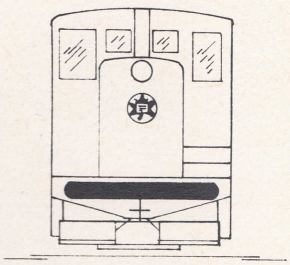
YELLOW BLACK



100 D-37 / 100 D-38

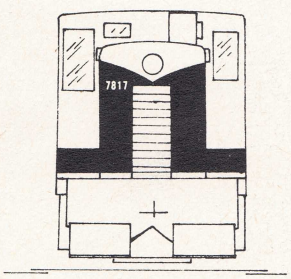


101 D-37

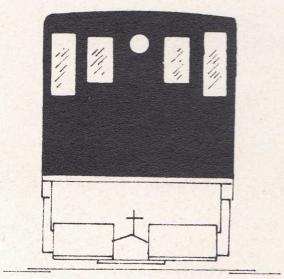


102 D-38

YELLOW NUMERALS

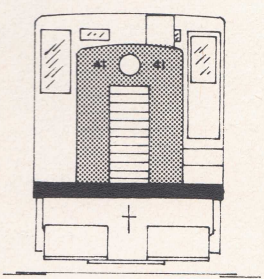


103 D-38



104 D-38

5" BLACK NUMERALS



105 D-38

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Railway - CANADIAN NATIONAL

Date: 10-12-74	By: D.C.L.	Drg.No. D-37

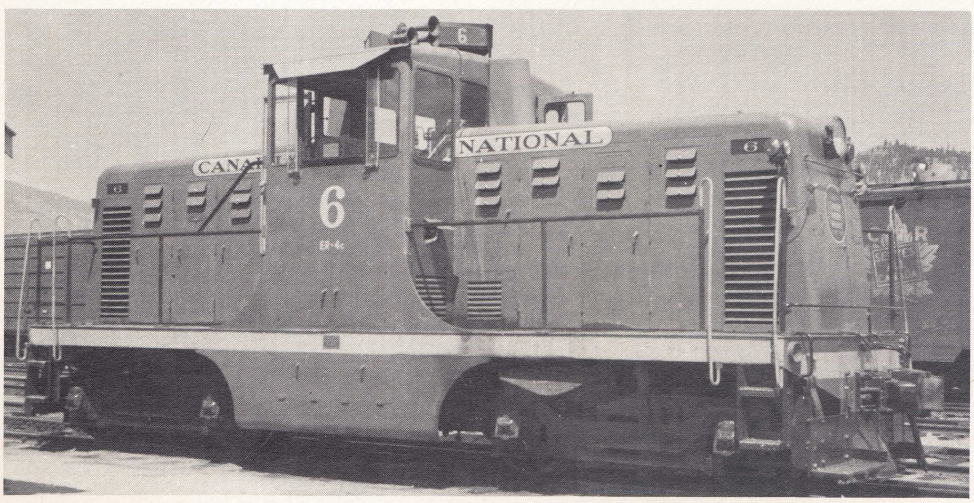
JIM HOPE

3 ER-4b formerly 1502 at Kelowna B.C. September 5, 1957. Designed for light rail service unit had rigid trucks.

Number boards along-side stack on both ends, MU connections, marker light holders both ends and trumpet horn on right front hood. Soon to be retired steamer sits behind.

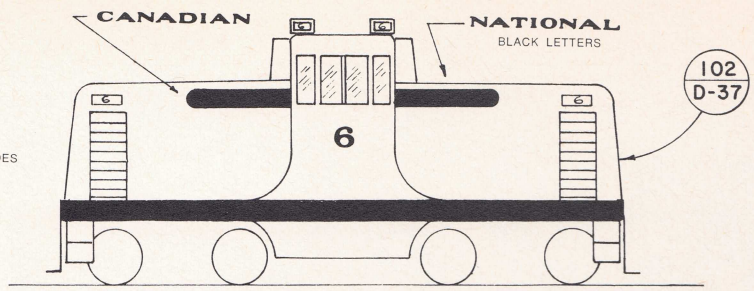
JIM HOPE

4 ER-4b sister unit to #3 above. This three quarter front view shows much the same details. Trumpet horn shows clearly. Note the odd shape of the yellow step hand rails. Each hood contains a 200 HP 6 cylinder caterpiller engine. No ER-4b units are now in service. Taken at Kelowna, B.C. July 26, 1963.



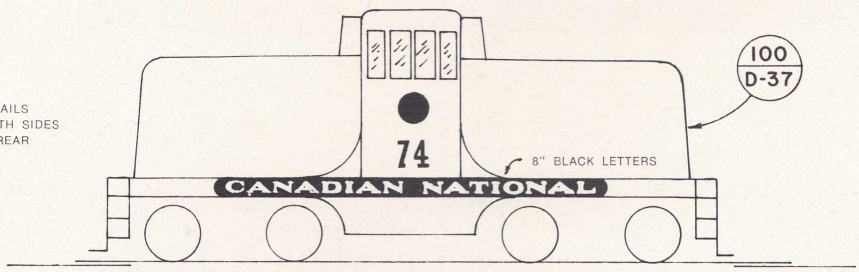
JIM HOPE

6 ER-4c 44 ton by GE has several differences from 3 and 4. 2-190 HP V-8 caterpiller engines, radiator shutter both sides both ends. later day black, red and yellow herald adorns each end. Note roof mounted 3 chime horn and number boards, and single headlight. Unit has swivel trucks, and illuminated number boards on hood sides Kelowna, B.C. July 27, 1960.



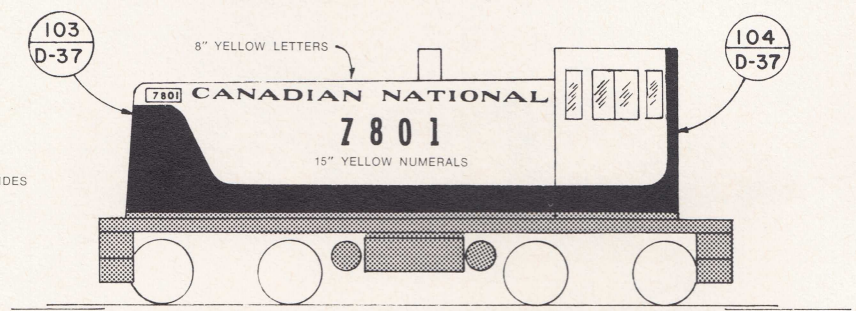
CNR, ER-4c, 44 TON

YELLOW BLACK



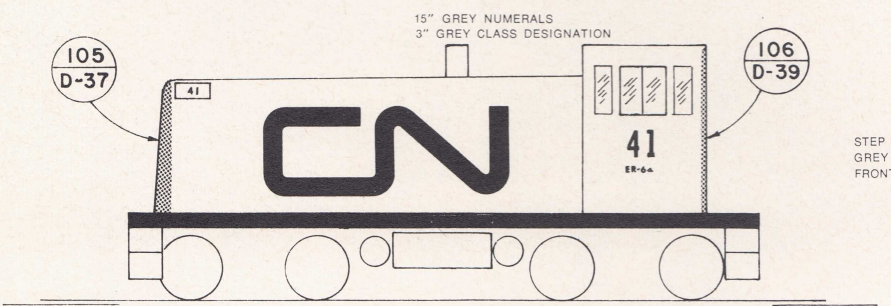
CNR, ES-5a, 80 TON

YELLOW BLACK



CNR, ER-6a, 70 TON

YELLOW GREEN BLACK



CNR, ER-6a, 70 TON

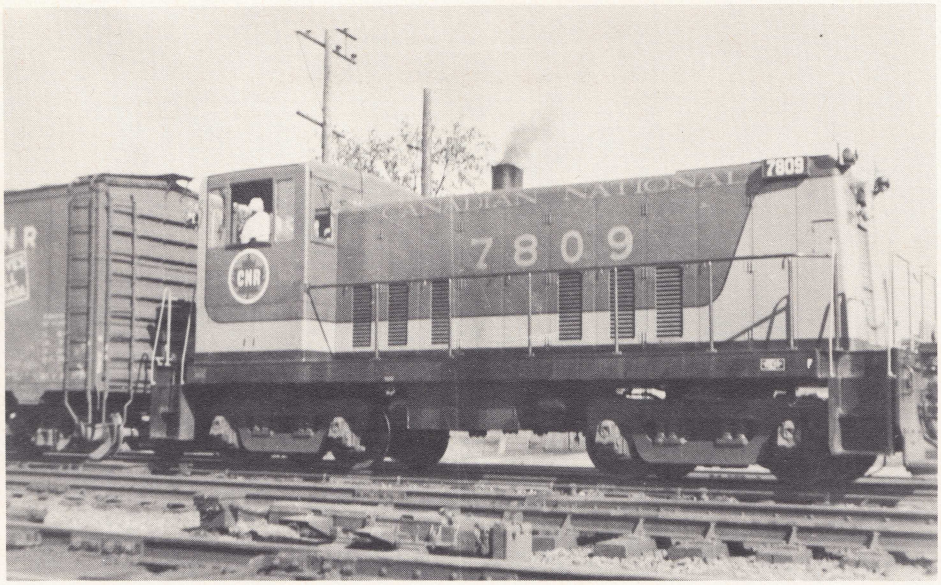
ORANGE BLACK GREY

RAIL CANADA vol.I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

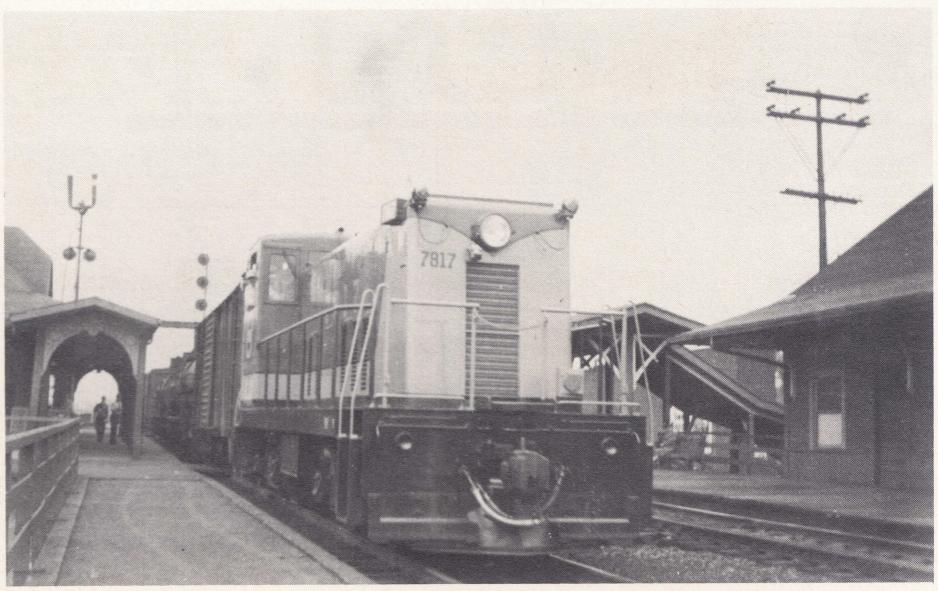
Date: 10-13-74	By: D.C.L.	Drg.No. D-38

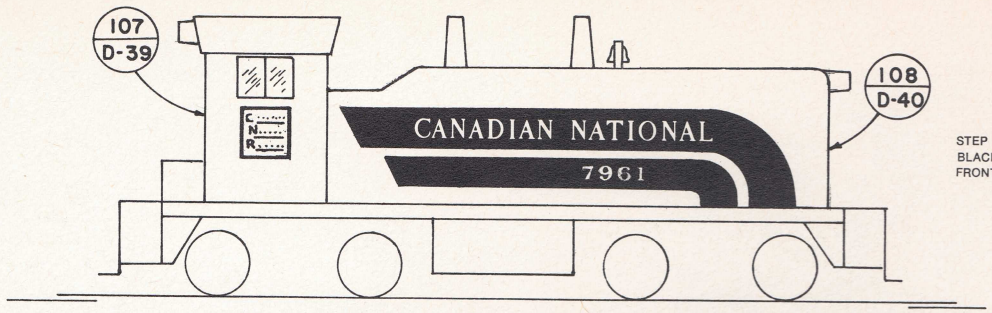


7909 ER-6a GE-70 Ton switcher for light rail work in Prince Edward Island. Early herald has yellow class designation at the right. Style of numbers reminisent of those applied to steam locomotives. Note yellow does not come down to walkway. Road name and numbers may be gold?

7817 This nose on view shows the yellow with its black pinstripes, and extent of yellow handrails. Note MU connection to left of headlight, also road number in what appears to be 8" numerals. These units vary somewhat from their U.S. counterparts.

LORNE PERRY

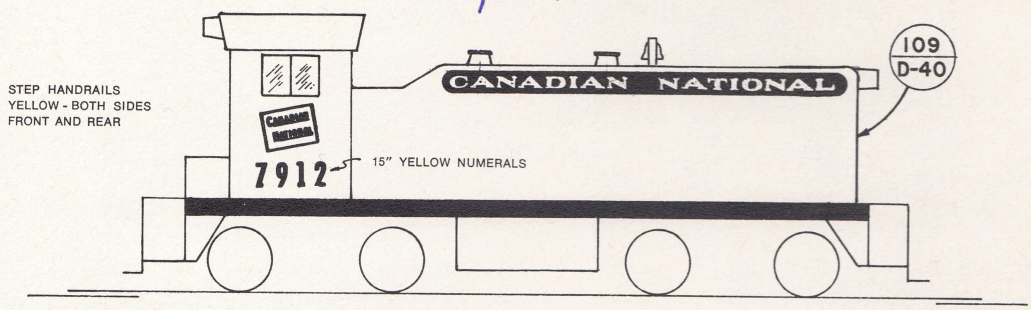




CNR, Q-5-a, NW-2

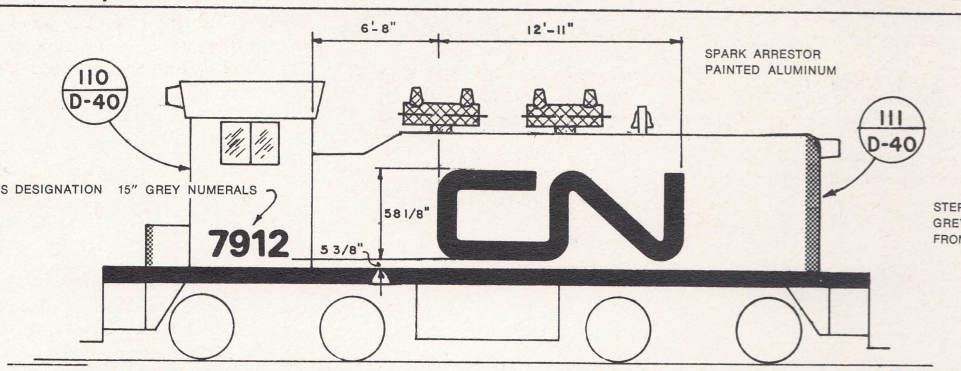
BLACK MORENCY ORANGE

KATO



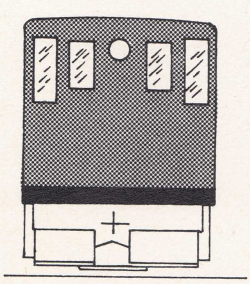
CNR, GS-10a, NW-2

BLACK YELLOW



CNR, GS-10a, NW-2

ORANGE BLACK GREY



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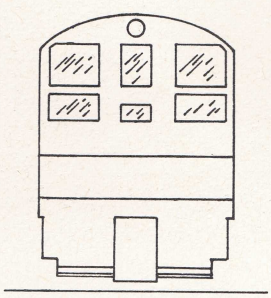

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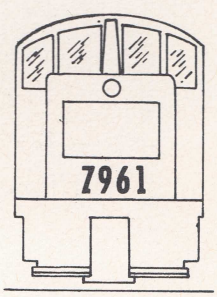
D-39



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D-39

RAIL CANADA vol.I

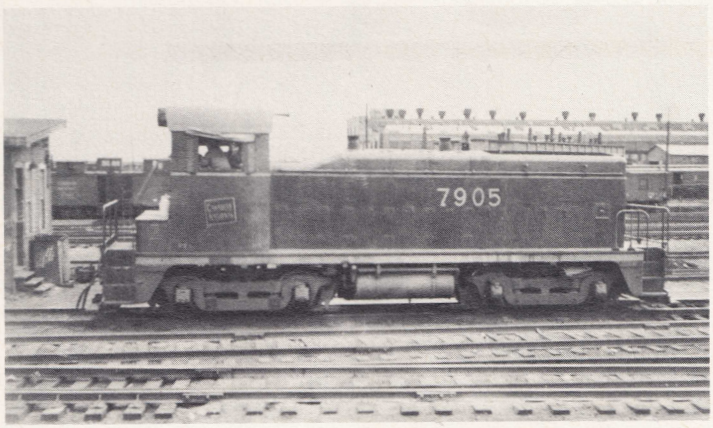
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

Date: 6-12-74	By: D.C.L.	Drg.No. D-39

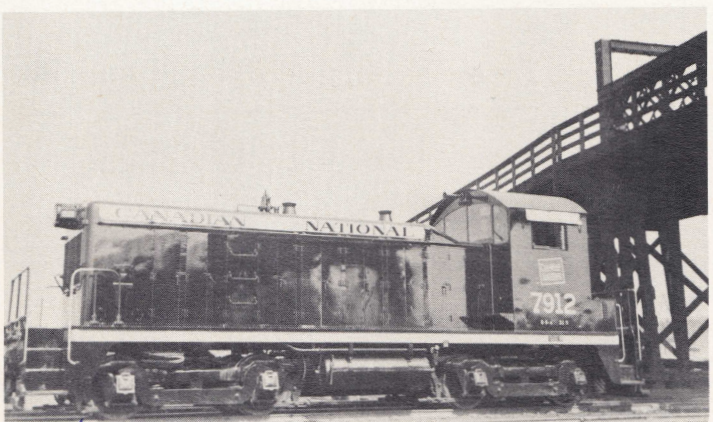
7961 Q-5-a 31% EMD NW-2 in caboose orange (morency) and black. CNR herald appears to be yellow on a black background. This scheme originated on first NW-2s delivered in 1941-42 and continued on post war units delivered in 1947. Brass steam loco numbers adorn the front and lasted through several paint schemes.

LORNE PERRY



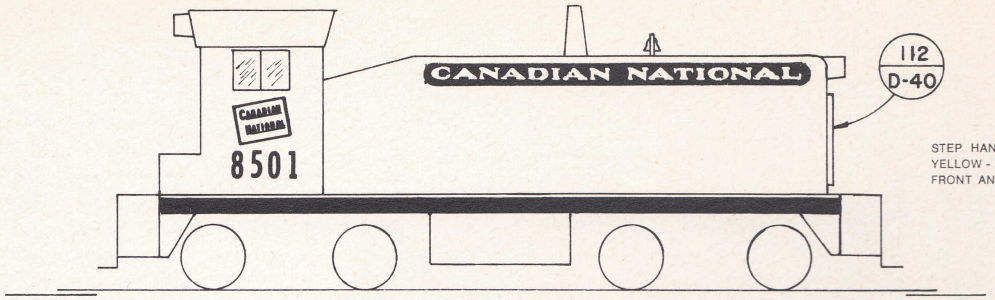
7905 Originally delivered to the GTW this NW-2 is still in service on the GRAND TRUNK WESTERN as of March, 1974. Many GTW units crossed back and forth over the boarder in the early days, hence the GTW paint scheme and CN herald.

LORNE PERRY



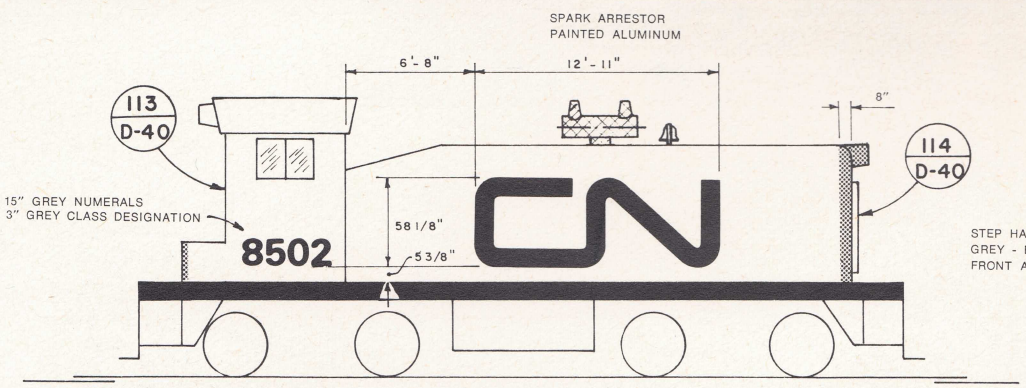
7912 Also part of original GTW order of NW-2s this unit is assigned to service on the CN. The more familiar black and yellow paint scheme of the post war years shows well in this clean photo. If it survives much longer it may have received four or more different paint jobs. Stacks have since been changed.

LORNE PERRY



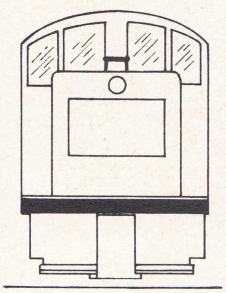
CNR, GS-8a, SW-8 (USE FOR GS-9, SW-900)

BLACK YELLOW



CNR, GS-8a, SW-8 (USE DATA FOR SW-900)

ORANGE BLACK GREY



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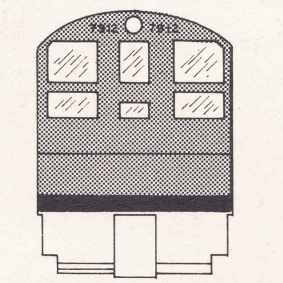
D-39

5" BLACK NUMERALS



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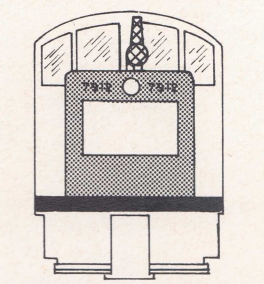
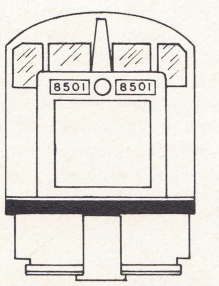
D-39

5" BLACK NUMERALS



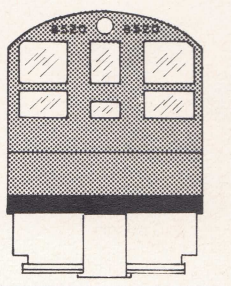
111
D-39

YELLOW NUMERALS



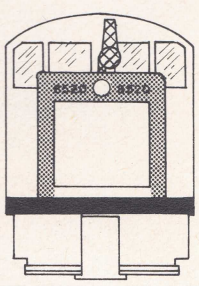
112
D-40

5" BLACK NUMERALS



113
D-40

5" BLACK NUMERALS



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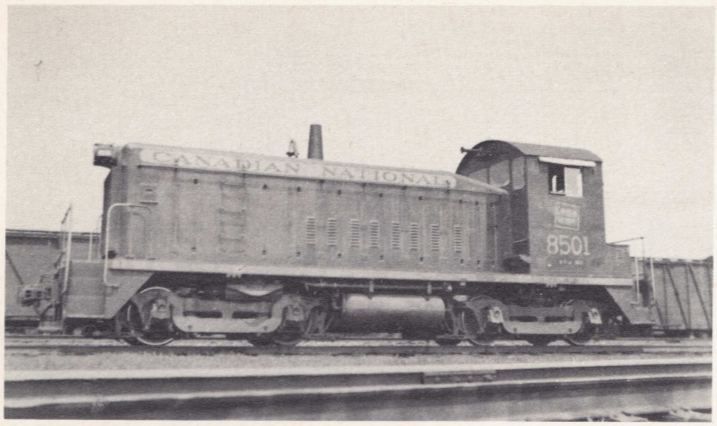
D-40

°RAIL CANADA vol.I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

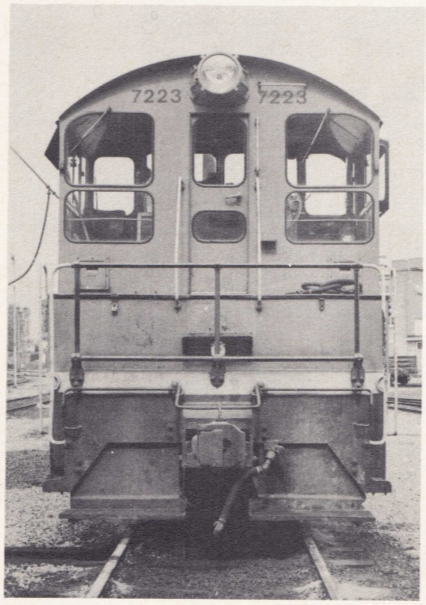
Date: 7-3-74	By: D.C.L.	Drg.No. D-40

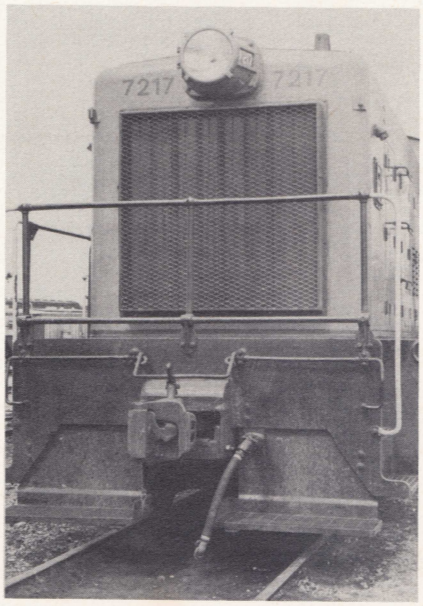


8501 SW-8 class Q-7-a now GS-8a 7151 in the post war yellow and black paint. Old style rerailer is hung under frame. Handrail on carbody will be removed later.

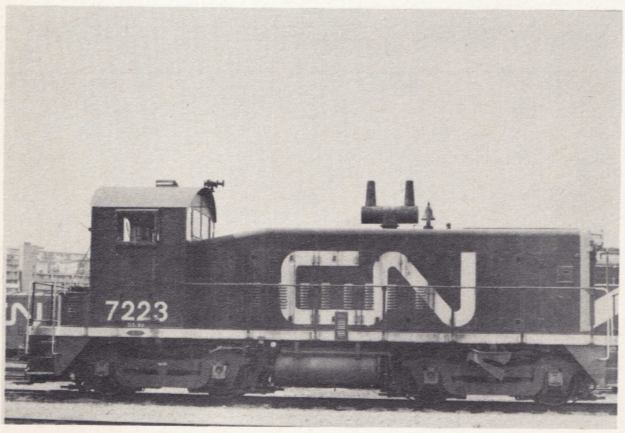
Yellow stripe is along frame edge but not over edge of deck plate.

LORNE PERRY

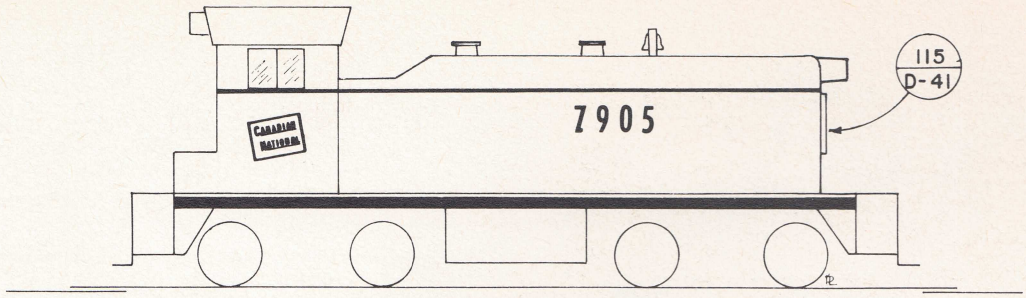




LEE PALMER & THE AUTHOR



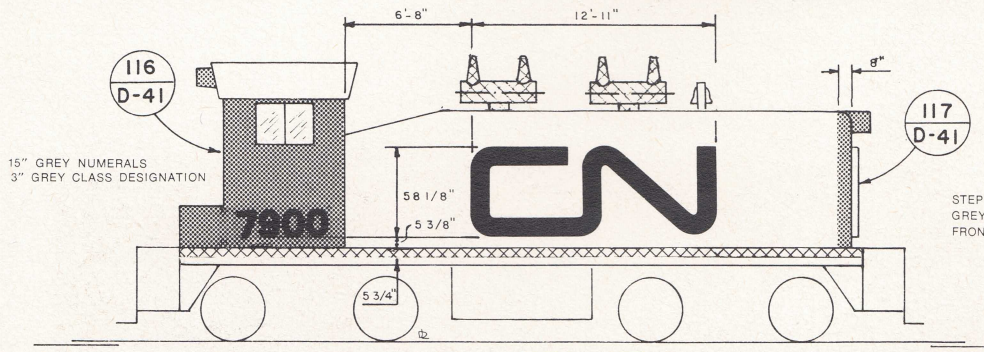
7217 GS-9a SW-9 a 900 HP successor to the SW-8 in the 1961-73 paint scheme. The added spark arrestor is quite dirty but painted aluminum. The grey side stripe is continuous all round the frame. The road numbers on both the cab and nose ends are 5" black numerals. Note the handrails are mounted on the outside of the frame of these later units. Taken at Vancouver August, 1975.



CNR, Q-5-a, NW-2

BLACK YELLOW

SPARK ARRESTORS PAINTED ALUMINUM

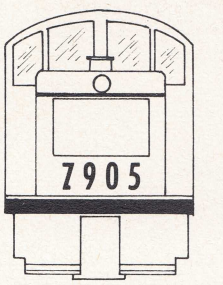


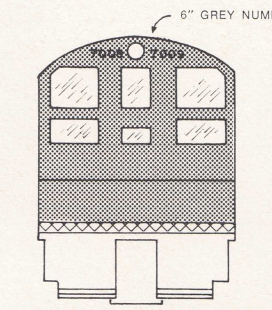
USE DATA FOR SW-800, SW-9, SW-900, NW-2. AND SW-1200

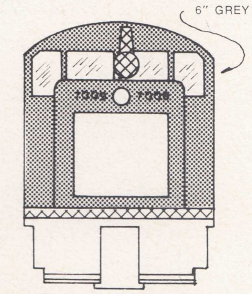
STEP HANDRAILS
GREY - BOTH SIDES
FRONT AND REAR

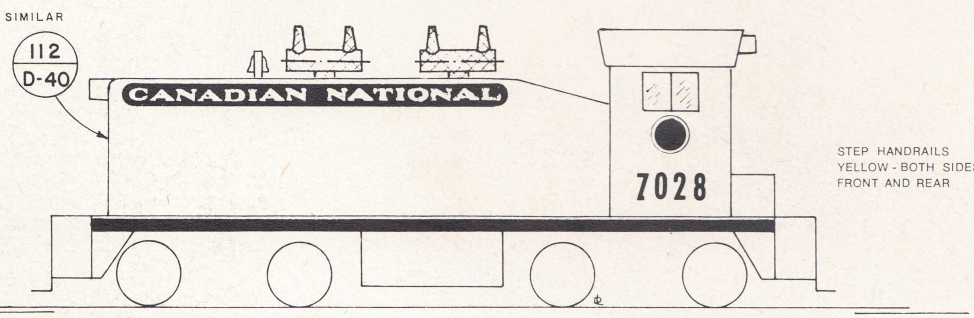
CNR, GS-12a, SW-9

REFLECTIVE YELLOW ORANGE BLACK GREY









STEP HANDRAILS
YELLOW - BOTH SIDES
FRONT AND REAR

CNR, GS-12e, SW-1200

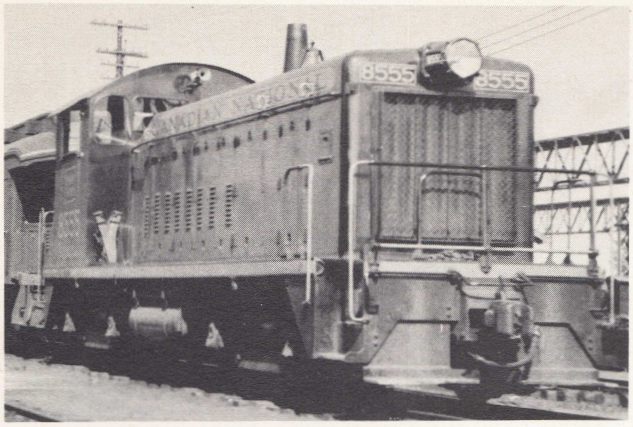
BLACK YELLOW

©RAIL CANADA vol.I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

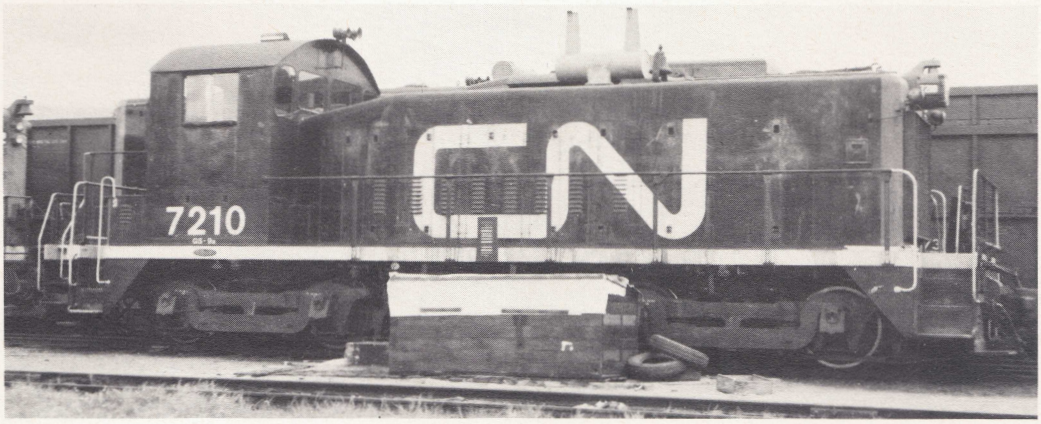
Date: 6-16-74	By: D.C.L.	Drg.No. D-41



8555 SW-900 at Calgary, Alberta July 22, 1955. That looks like an open end car behind. Note handrails, rerailers, and handrail guard in front of radiator shutters, also single trumpet horn on cab front. Renumbered to 7220 class GS-9-a.

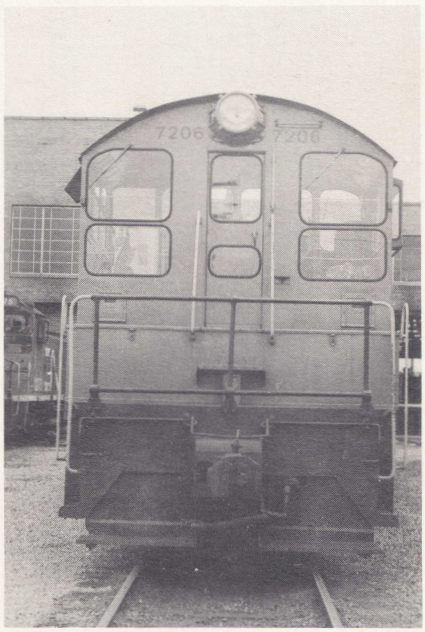
7210 GS-9a at Kelowna, B.C. July 23, 1971. New side handrails, and three chime horn are the most notable features. Don't be confused by the parts showing from the GEEP directly behind.

JIM HOPE

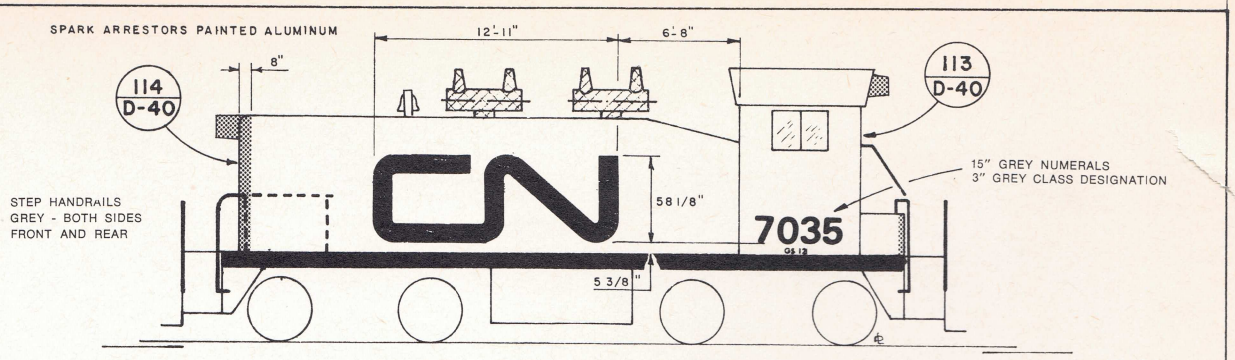


JIM HOPE

7217, 7206 at Vancouver diesel house in September of 1975. Both partly in the new paint scheme, portions of the cab appear to have had a new coat of orange as the 5" black numerals from the older style remain front and back. Also note the yellow reflective stripe has not been applied, giving the unit a rather drab appearance.

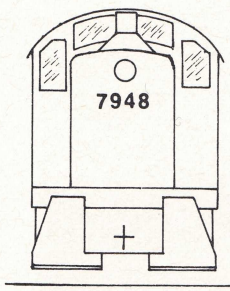


LEE PALMER & THE AUTHOR



CNR, GS-12g, SW-1200

ORANGE BLACK GREY



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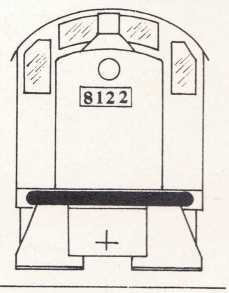
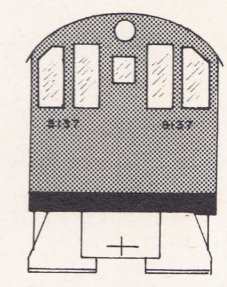
D-42



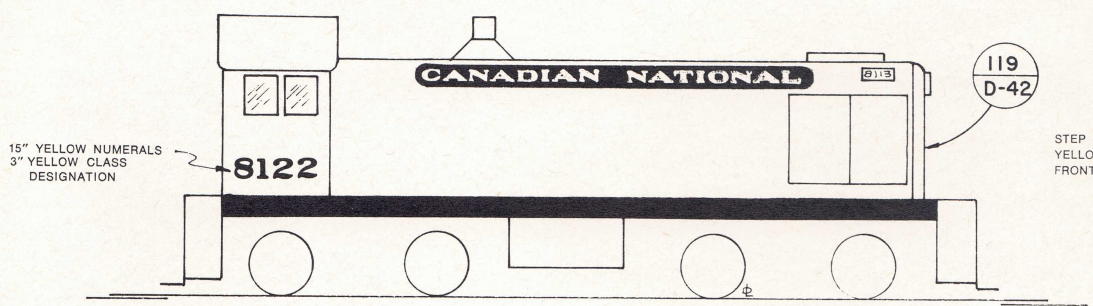
119
D-42



120
D-43
120
D-45

CNR, Q-6-a, S-2

BLACK MORENCY ORANGE



CNR, MS-10a, S-2

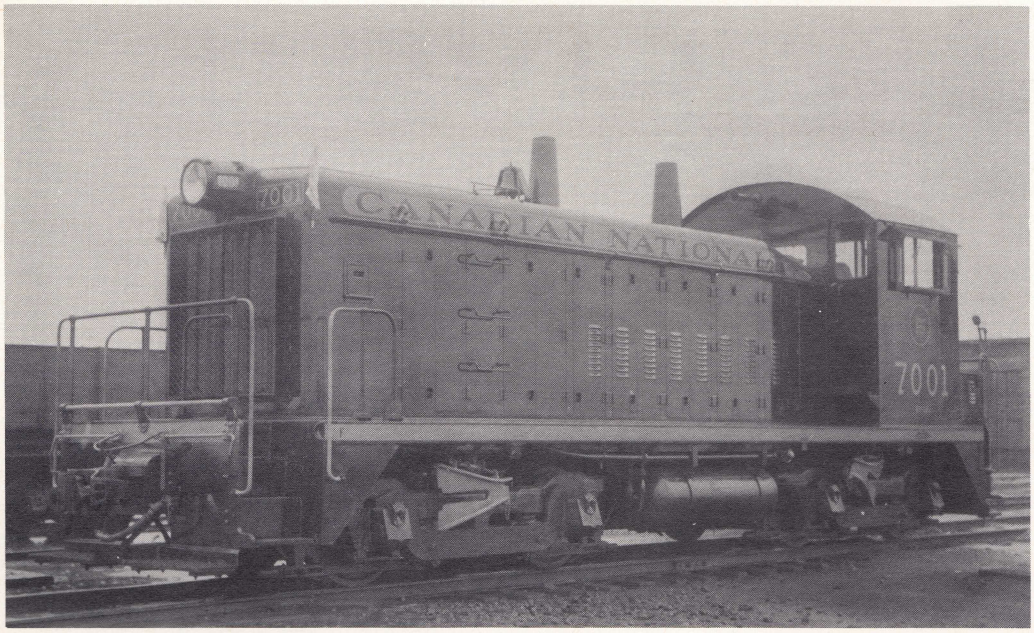
BLACK YELLOW

RAIL CANADA vol.I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

Date: 6-18-74	By: D.C.L.	Drg.No. D-42

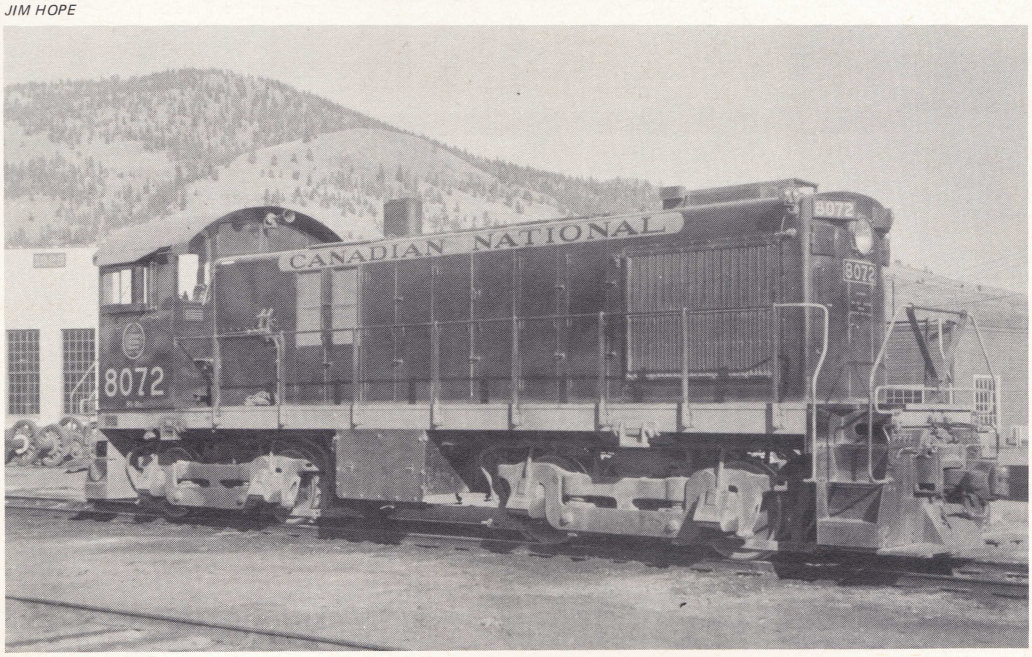


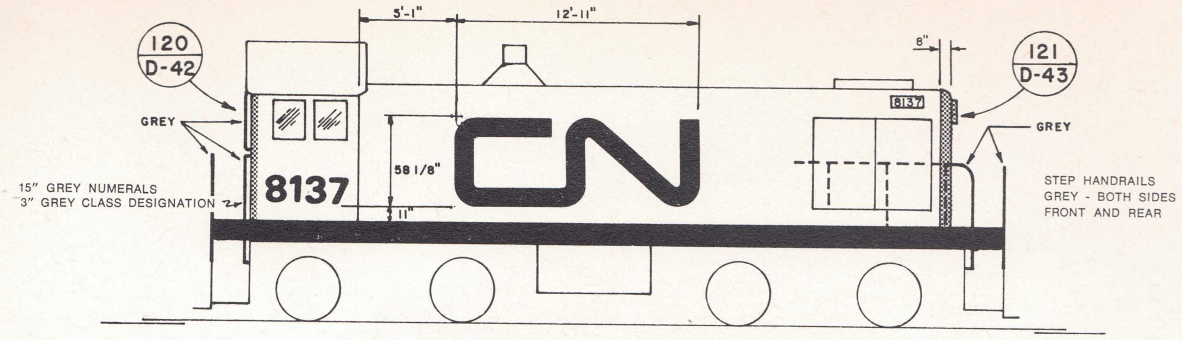
DON WILSON/JIM HOPE COLLECTION

7001 GS-12a delivered in 1952 as Q-9-a, reclassed in 1954. with the possible exception of the handrail guard in front of radiator shutters this unit appears to be stock model. When the spark arrestors were added later the bell was moved forward. General painting features are evident, colours were yellow and black except for the red maple leaf in the herald. Caught at Belleville, Ontario. March, 1956.

8072 MS-10q new in 1956 shown here at Kamloops Junction, September 21, 1957. Note shape of side handrails at front step. Different stack, changed hood configuration at nose with number boards, lacking on earlier units. The practice of painting road numbers on nose has continued. Carbody filters are now used instead of louvers.

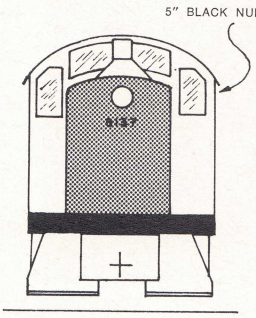
JIM HOPE



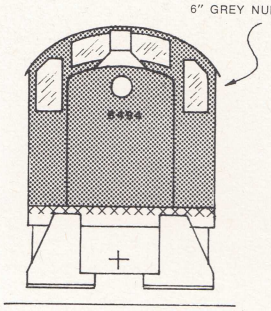


CNR, MS-10a, S-2

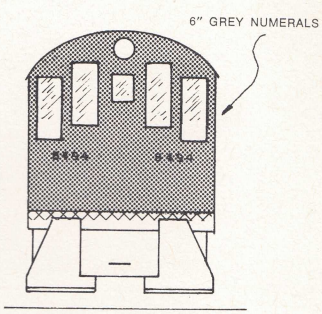
ORANGE BLACK GREY



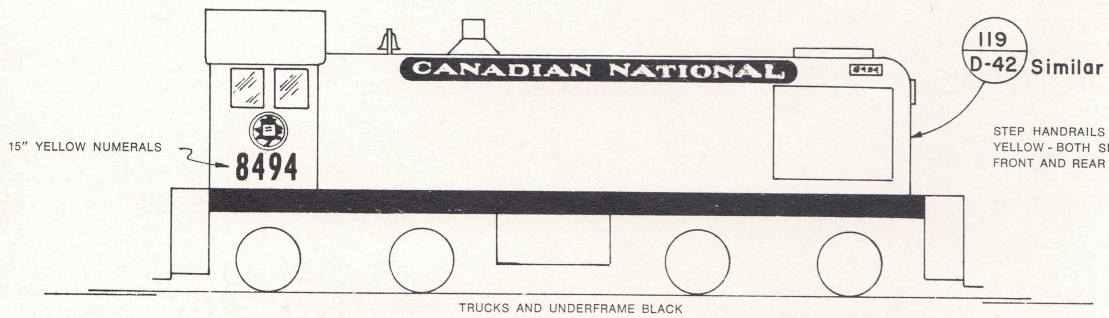
121
D-43



122
D-44

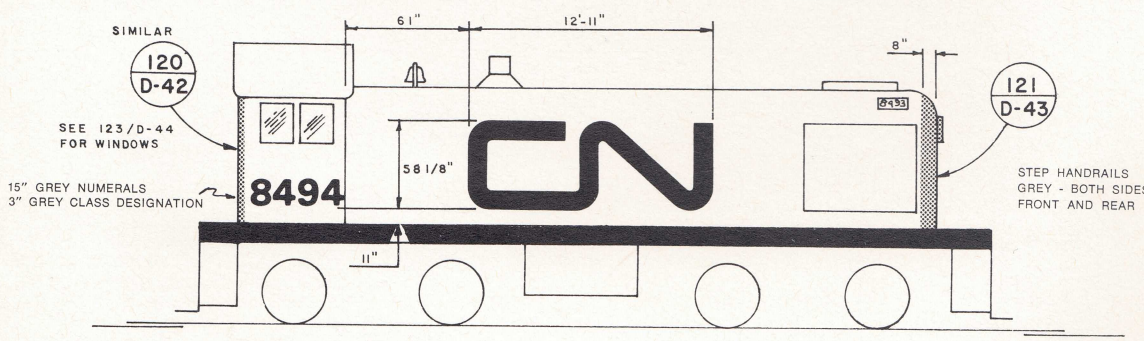


123
D-44



CNR, Q-8-a, S-3

BLACK YELLOW



CNR, MS-7c, S-3

BLACK YELLOW

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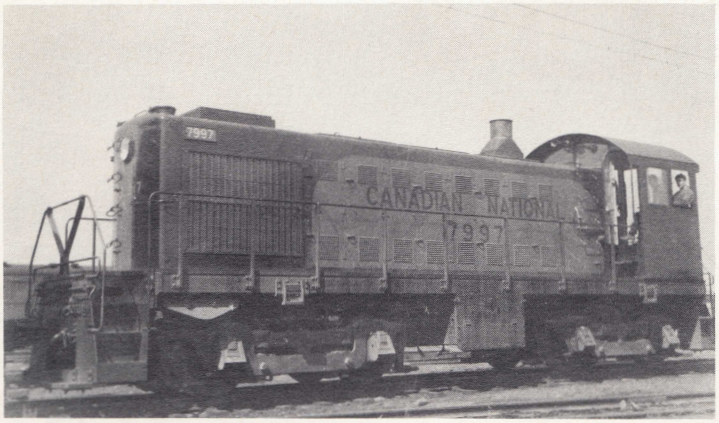
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

Date: 6-20-74 | By: D.C.L. | Drg.No. D-43



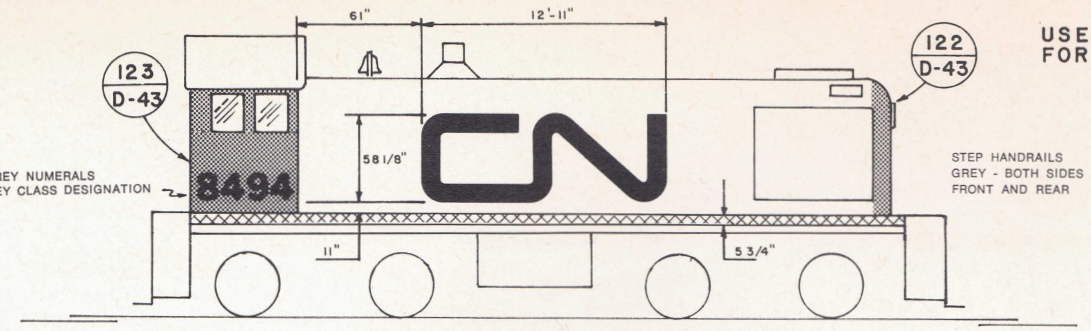
LORNE PERRY

7997 Q-6-b Reflects the MLW version of the Morency orange paint scheme applied to the NW-2's by EMD. MLW took quite a different approach to painting the units due to the side radiator panels. This is basically a stock Alco S-4. Later unit was renumbered 8144 class MS-10b.

LORNE PERRY

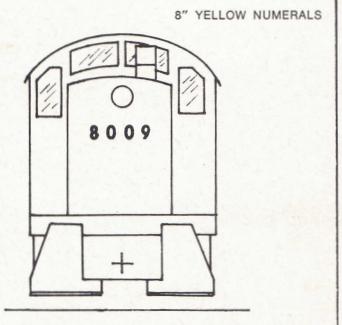
8009 Previously numbered 7609 Q-G-b and later 8156 class MS-10b. The angled nose number boards on later units are lacking here. Note that the Canadian National lettering on the side is very similar if not the same as presently used on box cars. Later units included an additional set of road numbers on the cab side below the windows.

LORNE PERRY

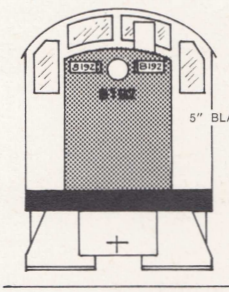


CNR, MS-7c, S-3

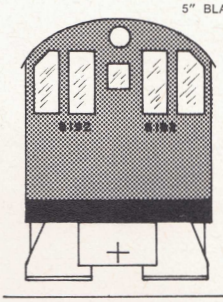
REFLECTIVE YELLOW ORANGE BLACK GREY



124
D-44



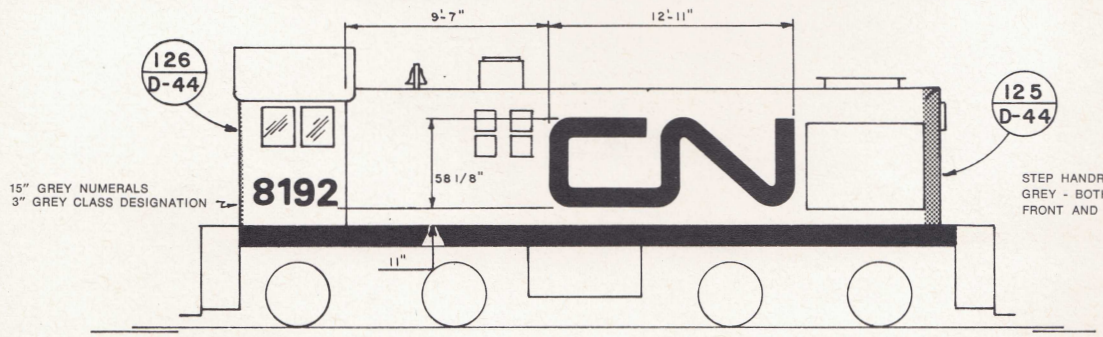
125
D-44



126
D-44
126
D-46

CNR, Q-6-b , S-4

BLACK MORENCY ORANGE



CNR, MS-101, S-4

ORANGE BLACK GREY

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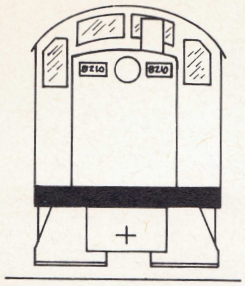
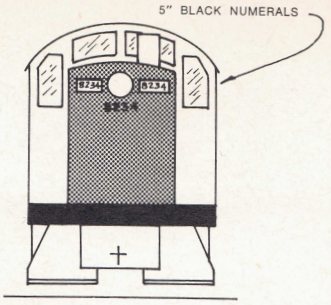
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

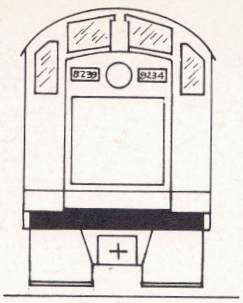
Date: 6-24-74	By: D.C.L.	Drg.No. D-44



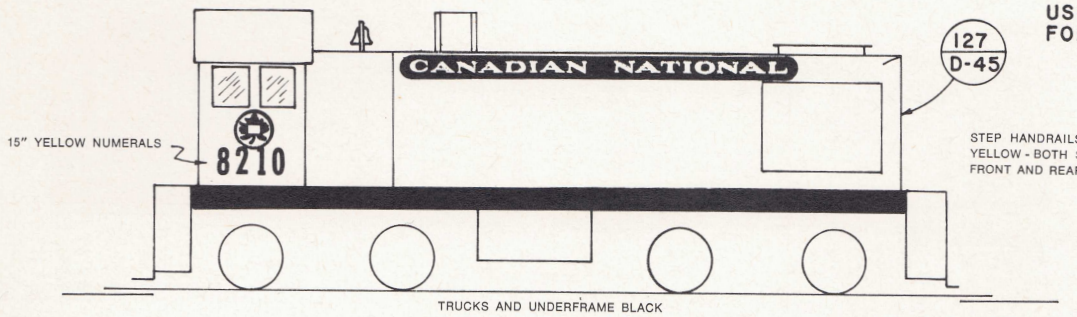
127
D-45



128
D-45

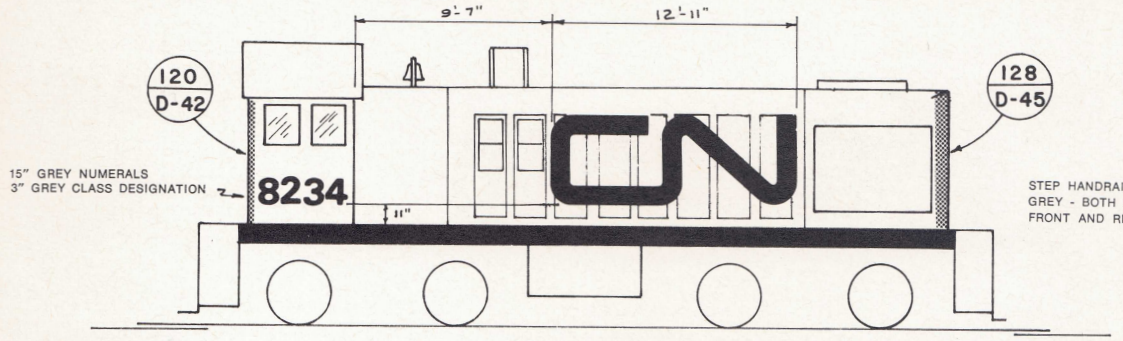


129
D-45



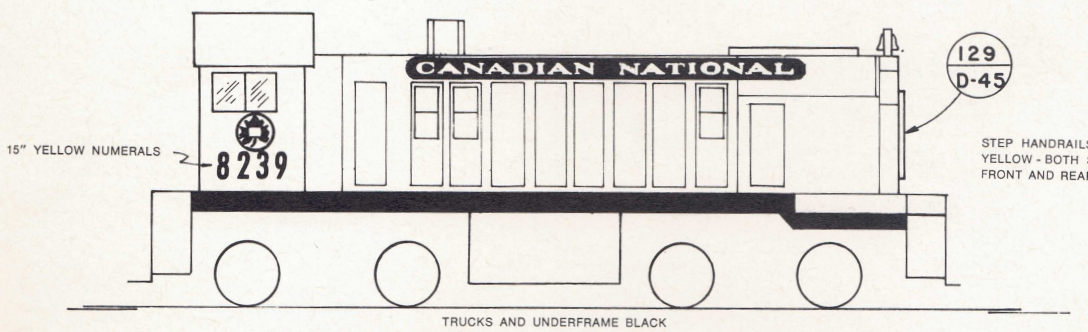
CNR, MS-10n, S-7

BLACK YELLOW



CNR, MS-10n, S-7

ORANGE BLACK GREY



CNR, MS-10p, S-12

BLACK YELLOW

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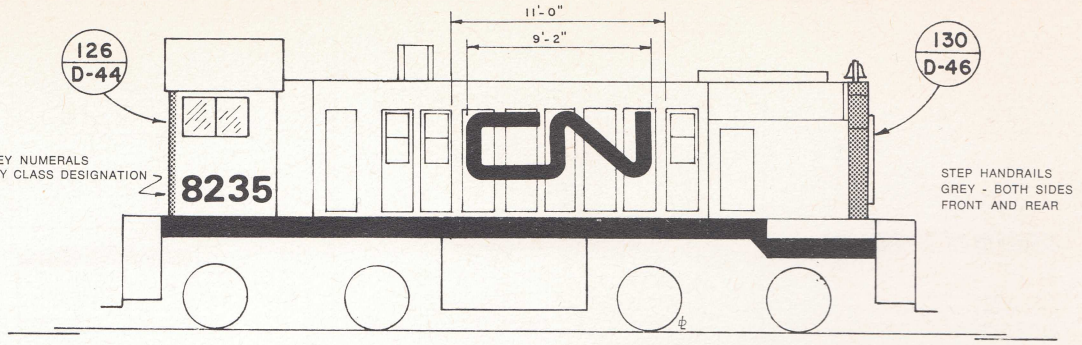
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

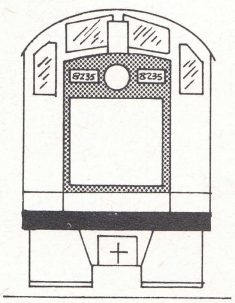
Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

Date: 6-26-74	By: D.C.L.	Drg.No. D-45

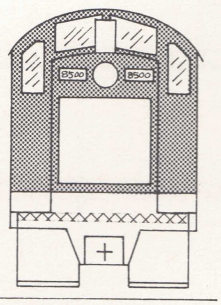


CNR, MS-10p, S-12

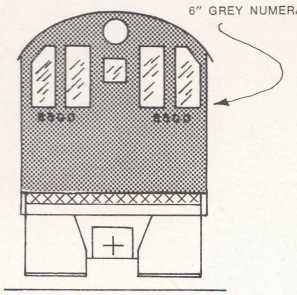
ORANGE BLACK GREY



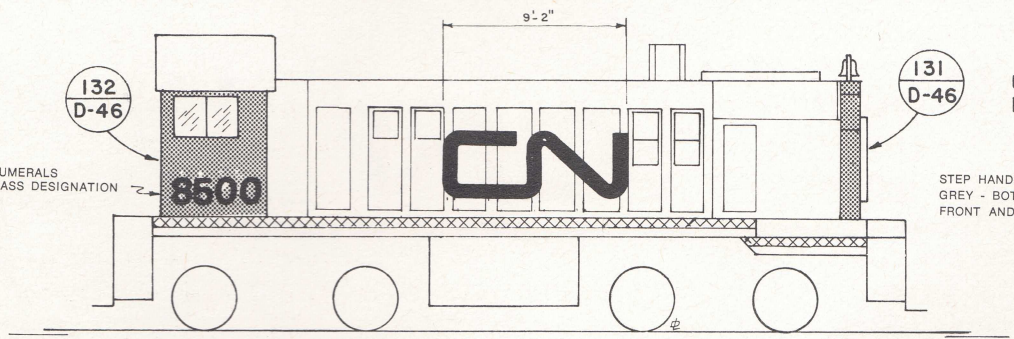
130
D-46



131
D-46

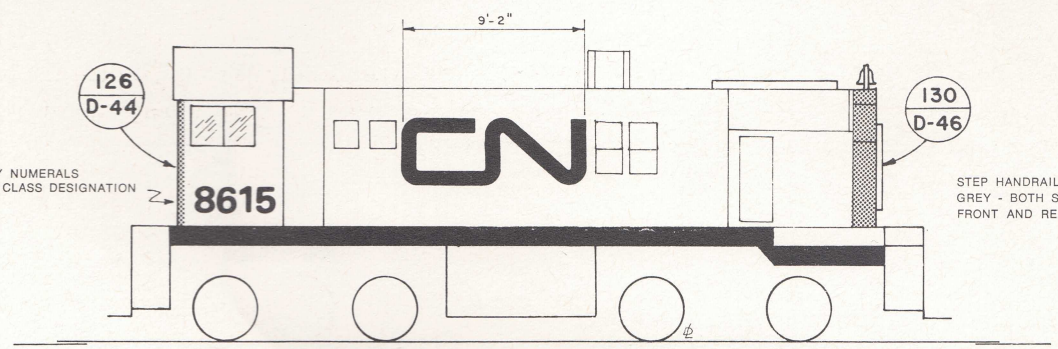


132
D-46



CNR, MS-10q, S-13 (DL-411)

REFLECTIVE YELLOW ORANGE BLACK GREY



CNR, MS-10r, S-13 (DL-411A)

ORANGE BLACK GREY

RAIL CANADA vol.I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

Date: 6-29-74	By: D.C.L.	Drg. No. D-46

GT

GRAND TRUNK WESTERN

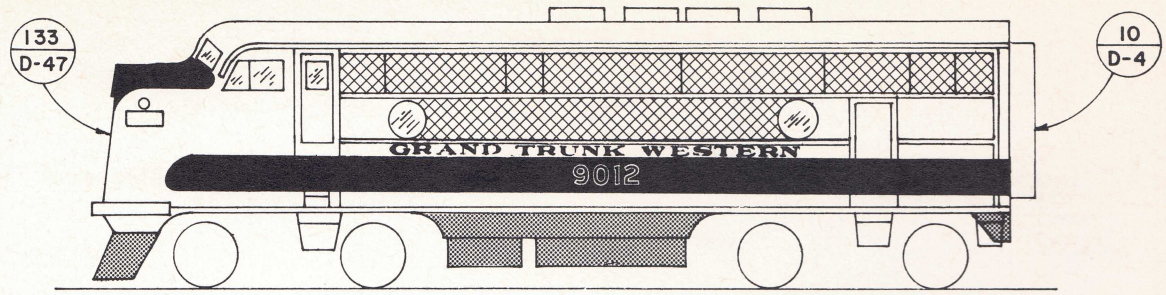
GRAND TRUNK WESTERN

The Grand Trunk Western was part of the British Financed Grand Trunk Railway of Canada, and operated in Michigan, Indiana and Illinois. With the bankruptcy of the parent railway, following the first world war, the GTW became part of the Canadian National System in 1923.

The GTW was the first division to bring modern diesel power to the Canadian National System. The 600HP cast frame switcher SC from EMC arrived in 1938 followed by a group of 15 NW-2's in 1941–42.

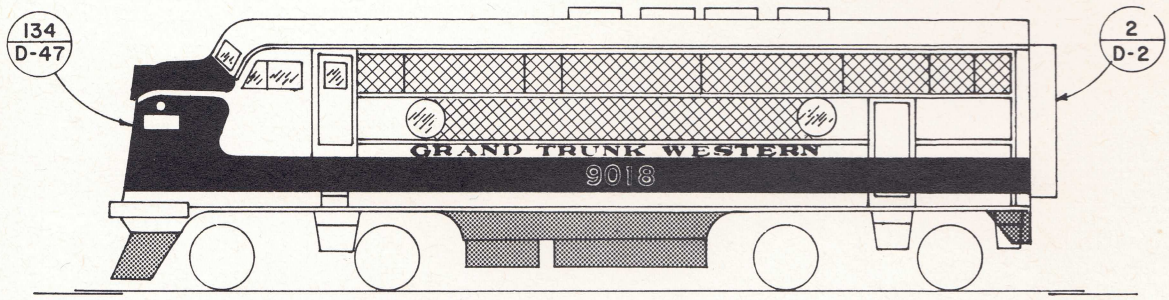
Beginning in the 70's GTW began to reflect its minority U.S. ownership by replacing the black body paint on their road engines with a dark blue, some GP-38's came with a powder or baby blue colour, the orange noses and grey bodystripe and GT logo were retained. The GTW is quite proud of the GT logo on the side of their engines and it is very unlikely they will follow the CN in its use of 45° diagonal stripes on the sides of their units.

During 1975 GT painted a Bi-Centennial Locomotive following an employee design competition. Photos of this scheme did not arrive in time to include in Volume I but will be placed along with a drawing in Volume II.



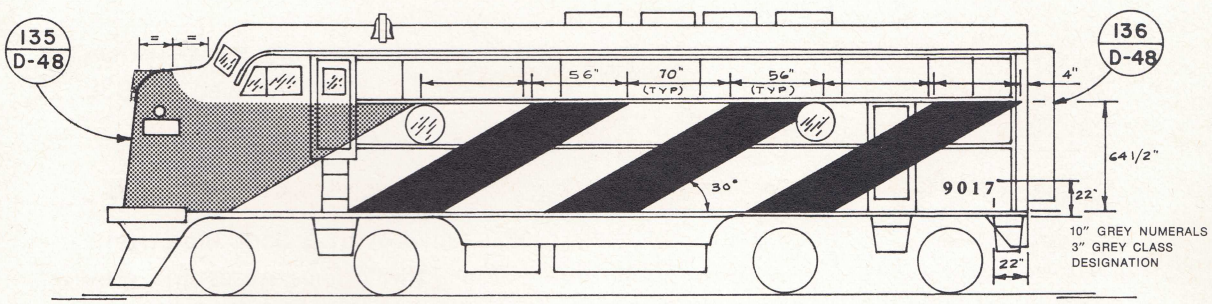
GTW, V-1-A-a, F3A

GOLD BLACK GREEN



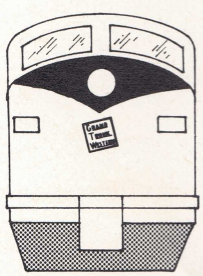
GTW, GFA-15a, F3A

GOLD or YELLOW BLACK GREEN

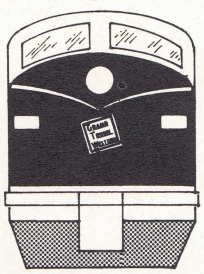


GTW, GFA-15a, F3A

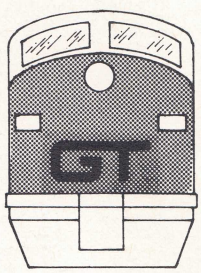
ORANGE BLACK GREY



133
D-47



134
D-47



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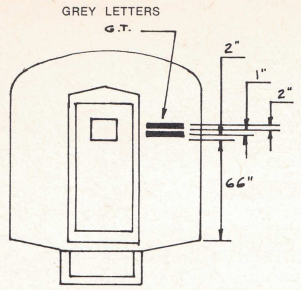
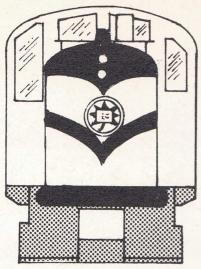
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - GRAND TRUNK WESTERN

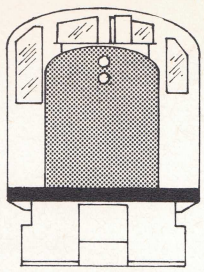
Date: 5-20-75	By: D.C.L.	Drg.№. D-47



136
D-47



137
D-48



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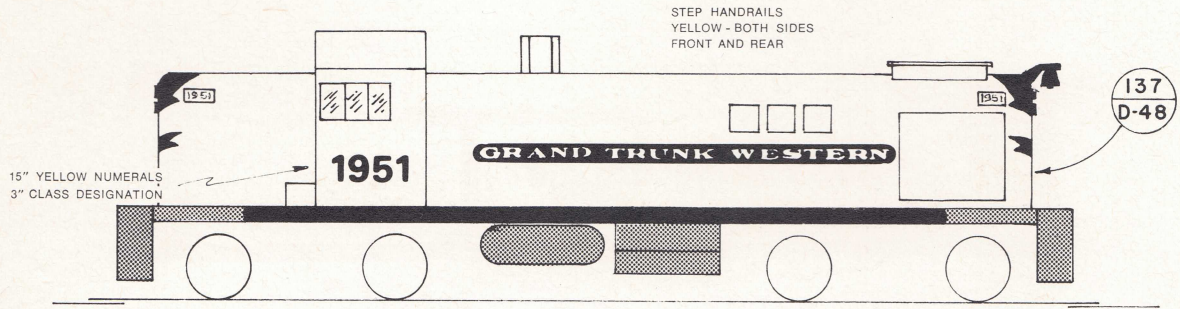
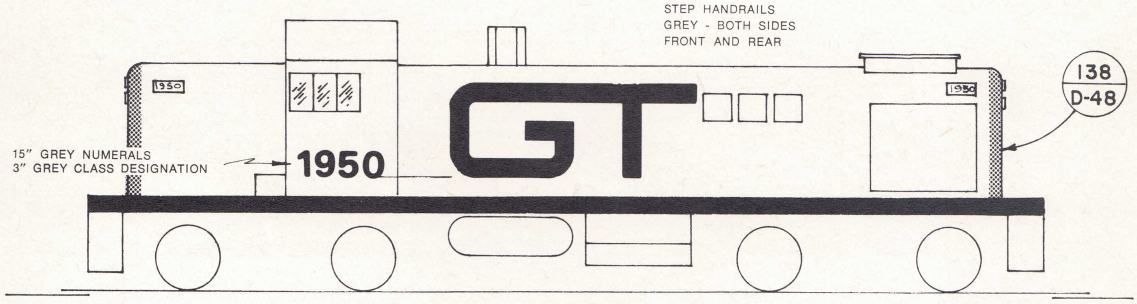
D-48



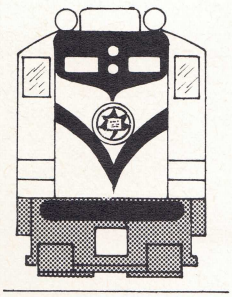
GTW, MRG-10e, RS-1

YELLOW BLACK GREEN

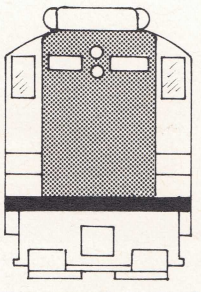


GTW, MR-10e, RS-1

ORANGE BLACK GREY



139
D-49



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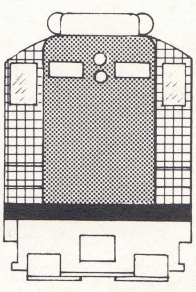
D-49



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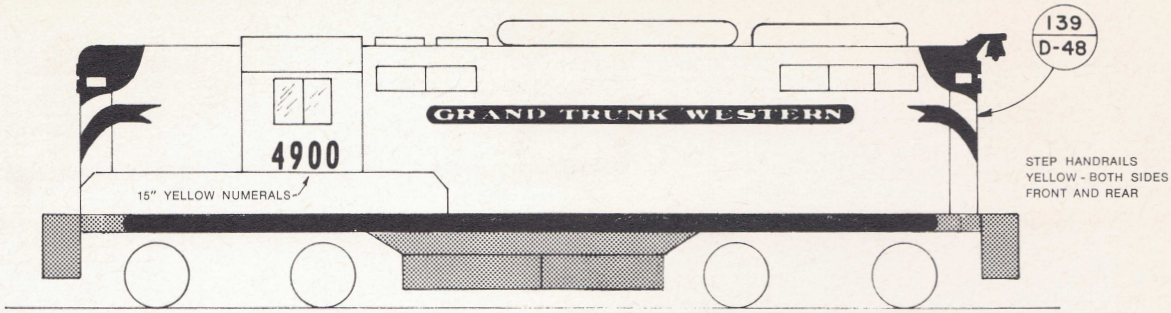
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

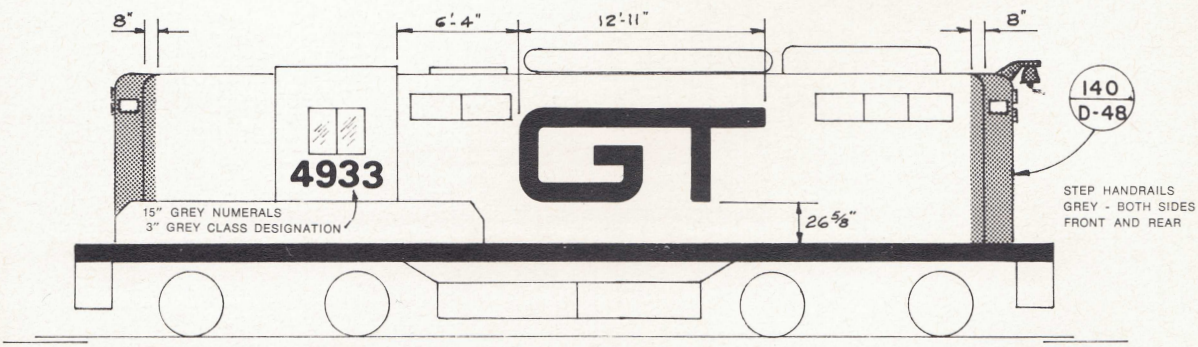
Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - GRAND TRUNK WESTERN

Date: 5-22-75	By: D.C.L.	Drg.№. D-48



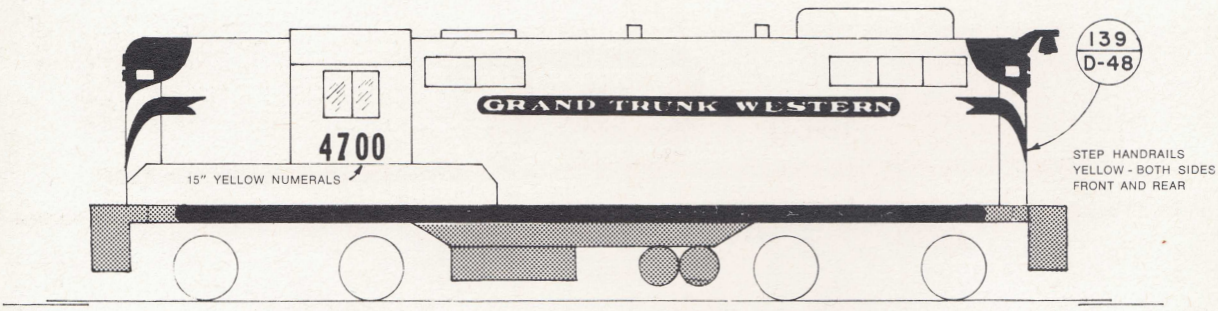
GTW, GRG-17c, GP-9

YELLOW BLACK GREEN



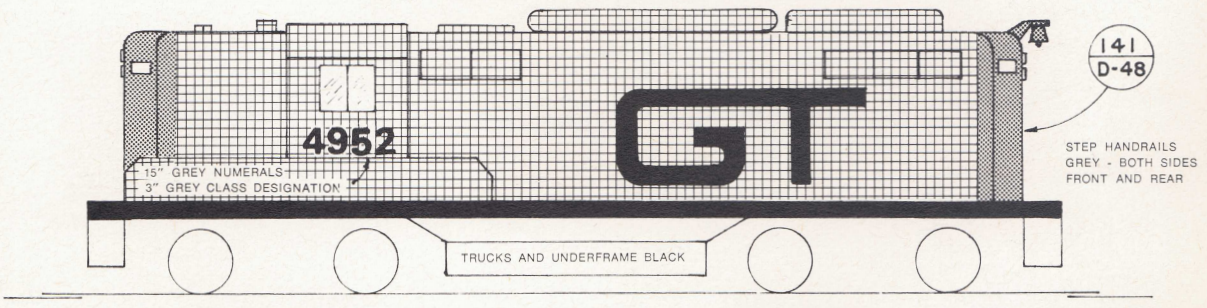
GTW, GRG-17w, GP-9

ORANGE BLACK GREY



GTW, GR-18a, GP-18

YELLOW BLACK GREEN



GTW, GRG-18b, GP-18

BLUE ORANGE BLACK GREY

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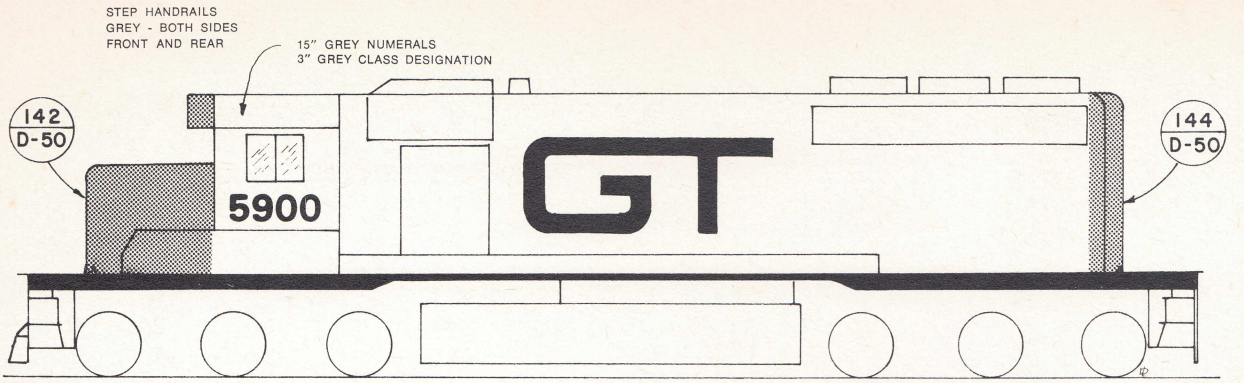
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

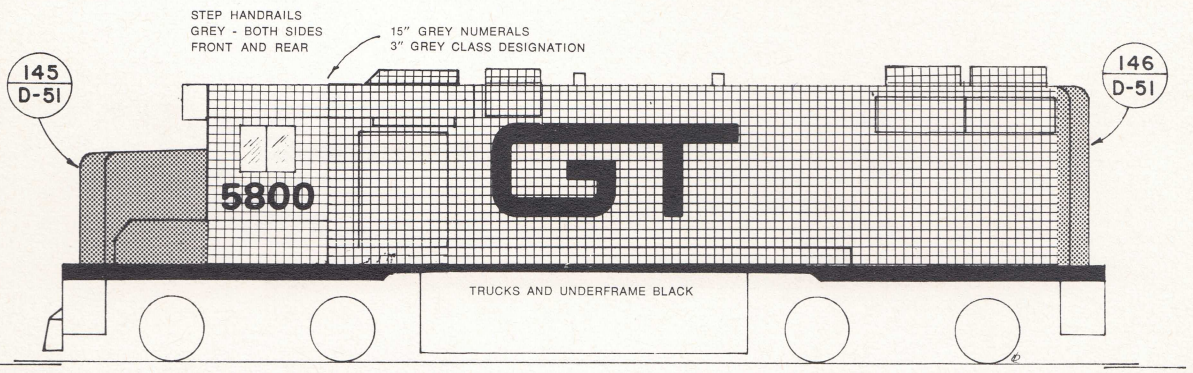
Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - GRAND TRUNK WESTERN

Date: 5-24-75	By: D.C.L.	Drg No. D-49



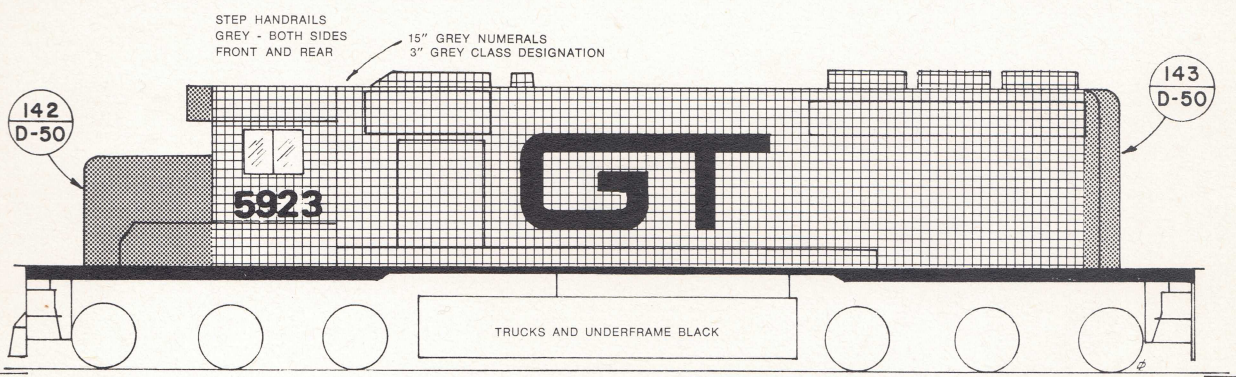
GTW, GF-30f, SD-40

ORANGE BLACK GREY



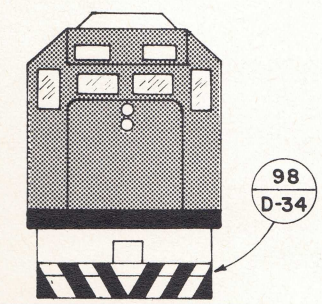
GTW, GR-20a, GP-38AC

BLUE ORANGE BLACK GREY



GTW, GF-30j, SD-40

BLUE ORANGE BLACK GREY



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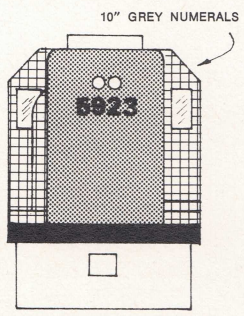
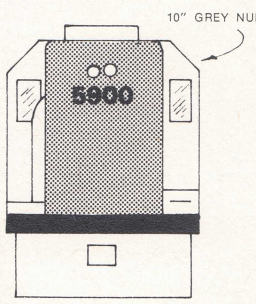
D-50



143
D-50



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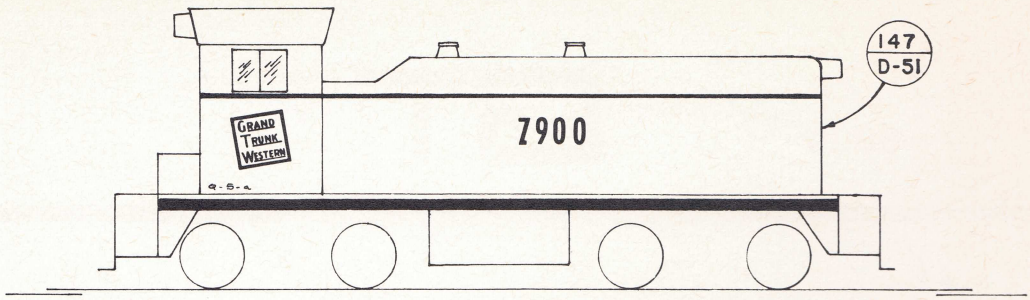
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

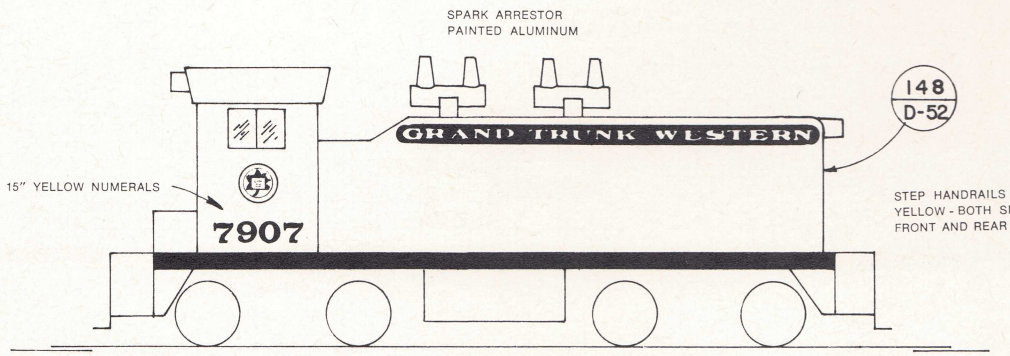
Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - GRAND TRUNK WESTERN

Date: 5-26-75	By: D.C.L.	Drg.No. D-50



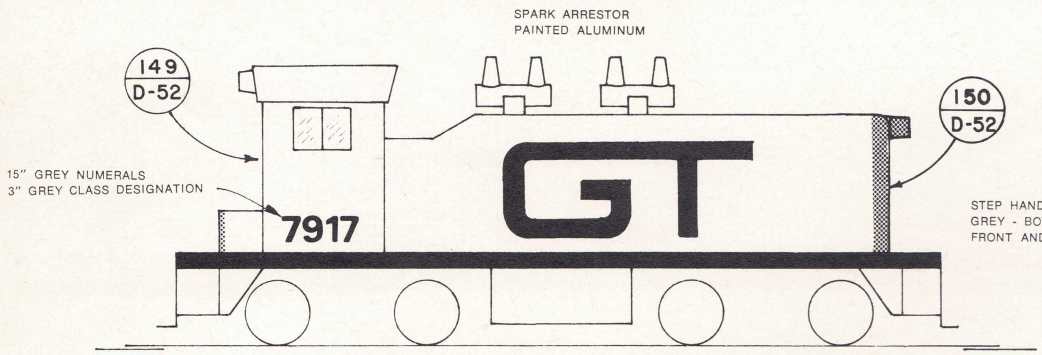
GTW,Q-5-a,NW-2

BLACK YELLOW



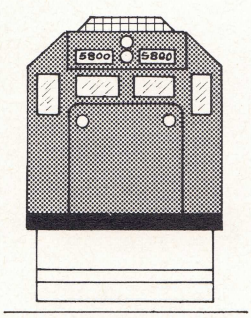
GTW,GS-10a,NW-2

BLACK YELLOW

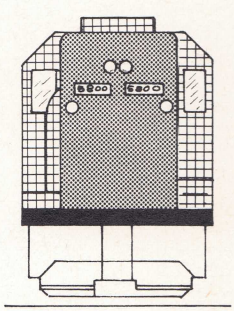


GTW,GS-10a,NW-2

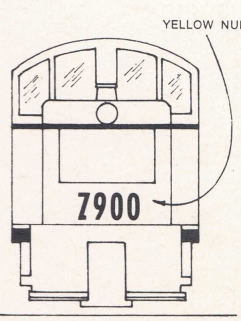
ORANGE BLACK GREY



145
D-50



146
D-50



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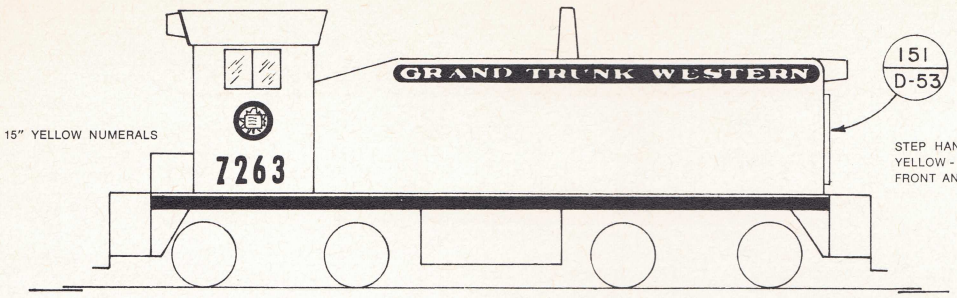
D-51

©RAIL CANADA vol.I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

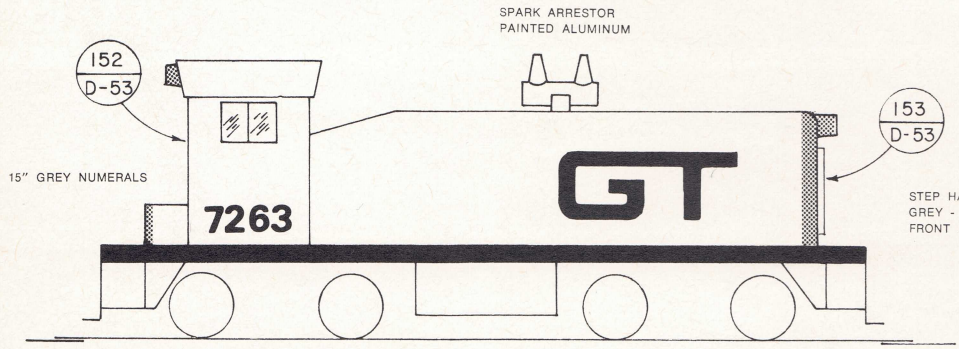
Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - GRAND TRUNK WESTERN

Date: 5-28-75	By: D.C.L.	Drg.No. D-51



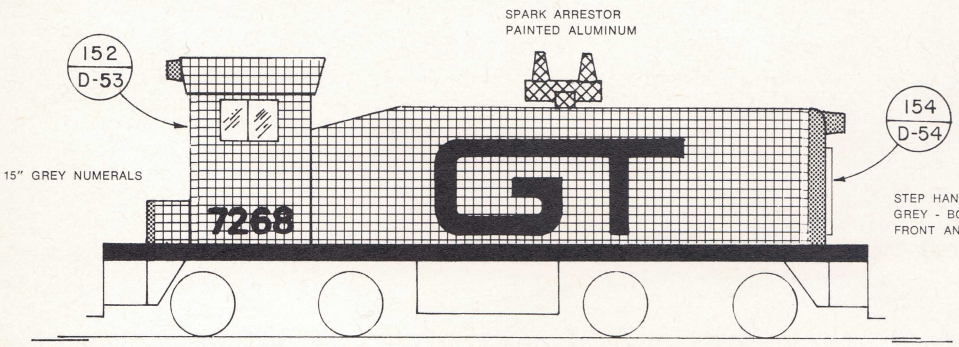
GTW,GS-9 ,SW-900

BLACK YELLOW



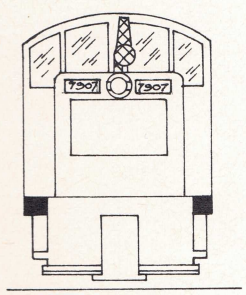
GTW,GS-9e,SW-900

ORANGE BLACK YELLOW

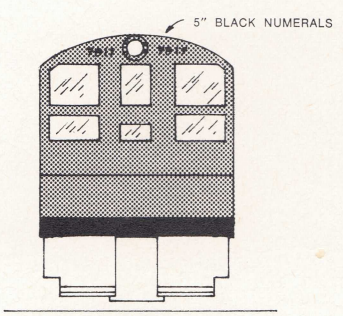


GTW,GS-9e,SW-900

ORANGE BLUE BLACK GREY



148
D-51



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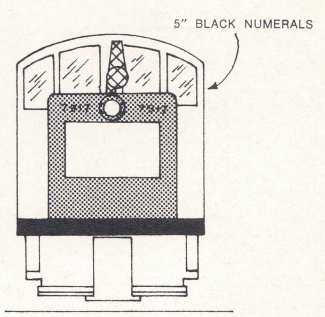
D-51



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RAIL CANADA vol.I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - GRAND TRUNK WESTERN

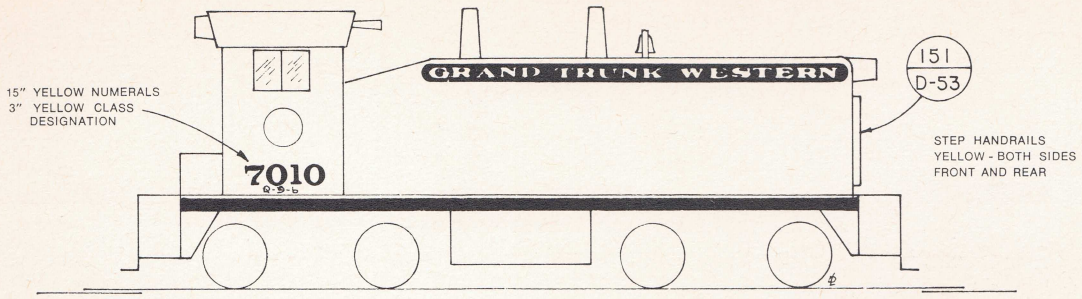
Date: 5-28-75	By: D.C.L.	Drg.No. D-52

CANADIAN NATIONAL

7014 EMD SW-9 GTW class GS-12b with U.S. type spark arrestors. Note grey carbody handrail and grab irons also striped awning and marker lights.

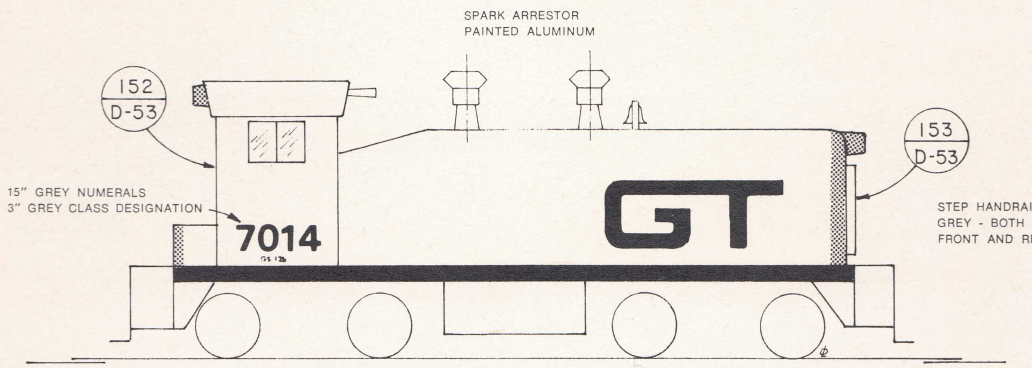
7933 With Q-5-b class designation, rated at 34%, later reclassed Q-6-a this Alco S-2 ended up as MS-10a 8109.

LORNE PERRY



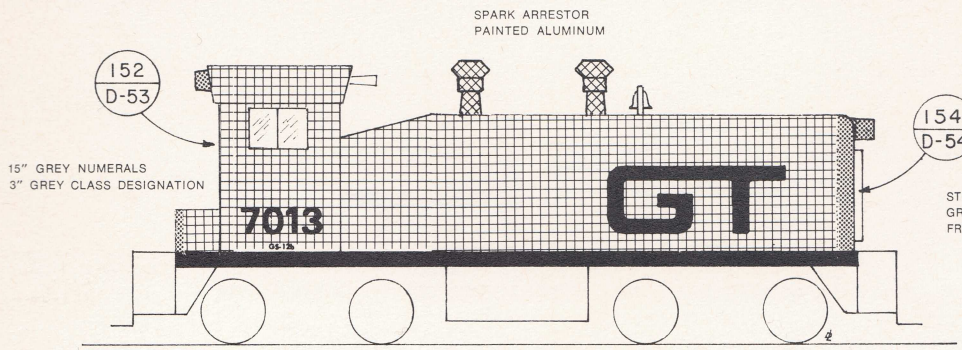
GTW, Q-9-b, SW-9

BLACK YELLOW



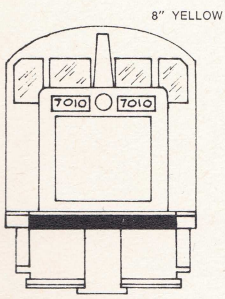
GTW, GS-12b, SW-9

ORANGE BLACK GREY

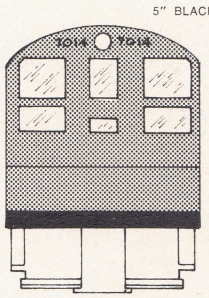


GTW, GS-12d, SW-9

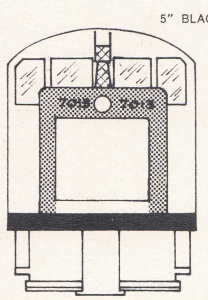
ORANGE BLUE BLACK GREY



151 / D-52 — 151 / D-53



152 / D-52 — 152 / D-53



153 / D-52 — 153 / D-53

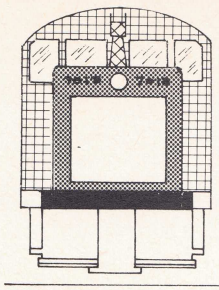
RAIL CANADA vol. I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - GRAND TRUNK WESTERN

Date: 5-30-75	By: D.C.L.	Drg.No. D-53

5" BLACK NUMERALS



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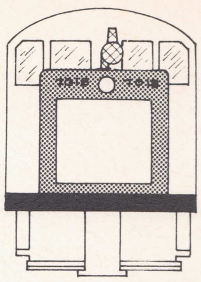
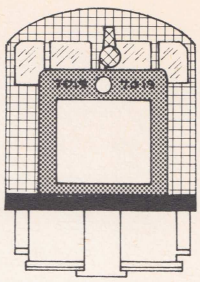
D-53

5" BLACK NUMERALS

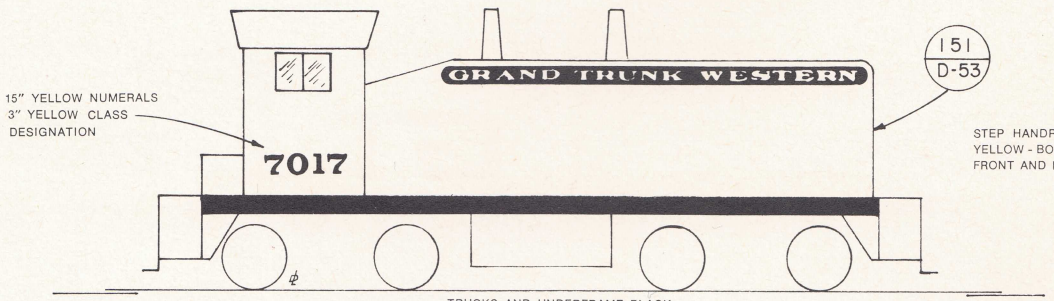


155
D-54

5" BLACK NUMERALS

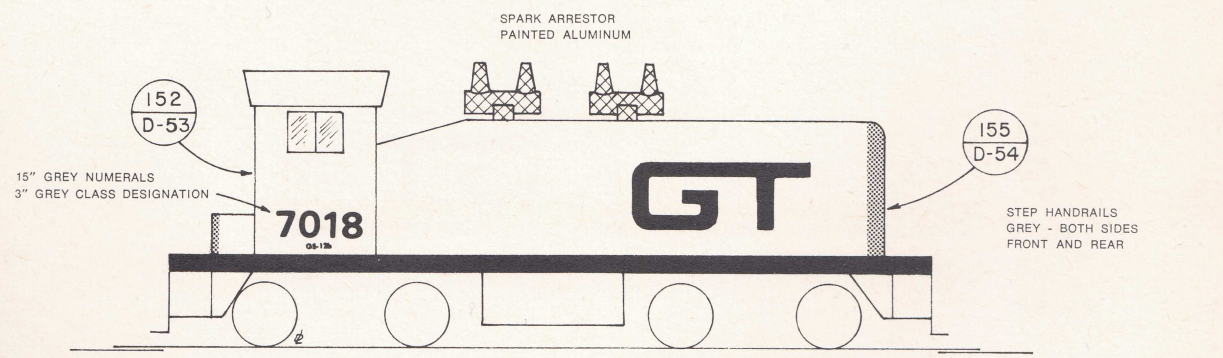


156
D-55



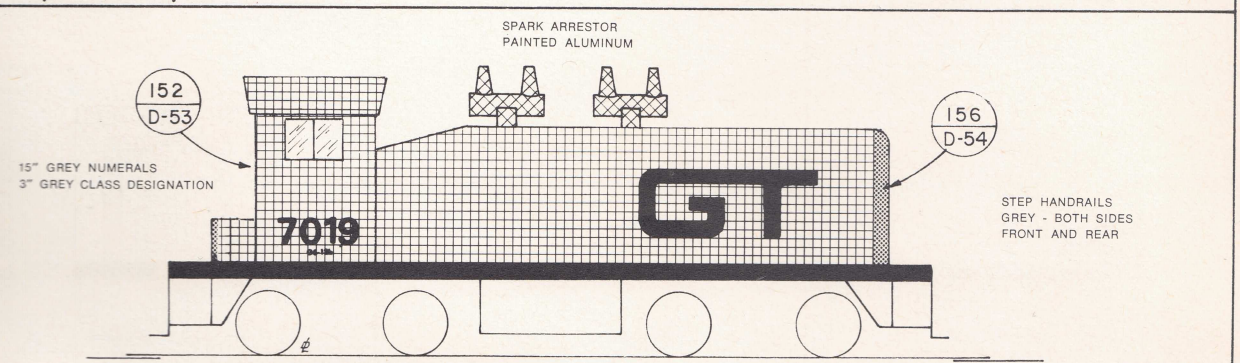
GTW, GS-12d, SW-1200

BLACK YELLOW



GTW, GS-12d, SW-1200

ORANGE BLACK GREY



GTW, GS-12d, SW-1200

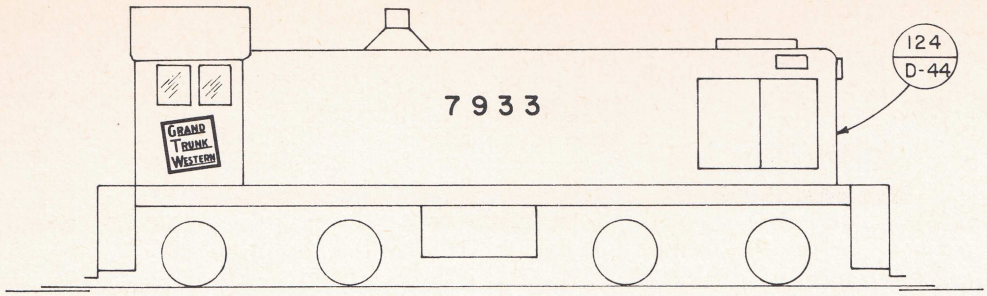
BLUE ORANGE BLACK GREY

RAIL CANADA vol.I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

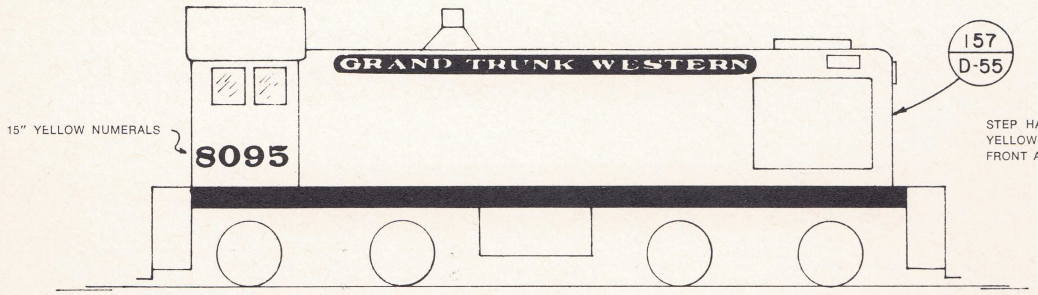
Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - GRAND TRUNK WESTERN

Date: 6-2-75 | By: D.C.L. | Drg.No. D-54



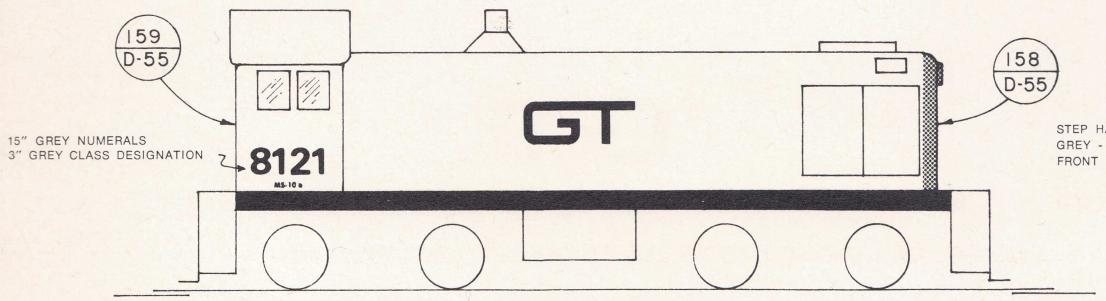
GTW,Q-6-a,S-2

BLACK YELLOW



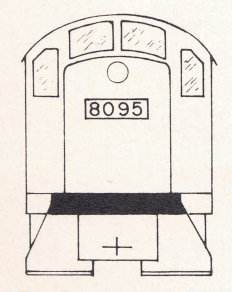
GTW,Q-6-a,S-2

BLACK YELLOW

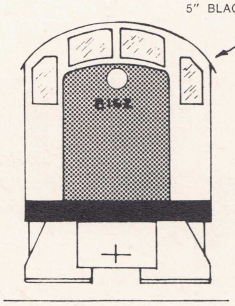


GTW,MS-10 ,S-2

ORANGE BLACK GREY



157
D-55



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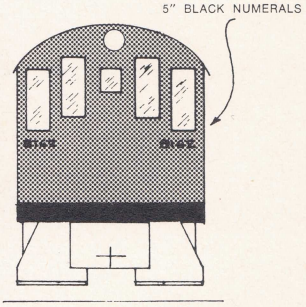
D-55



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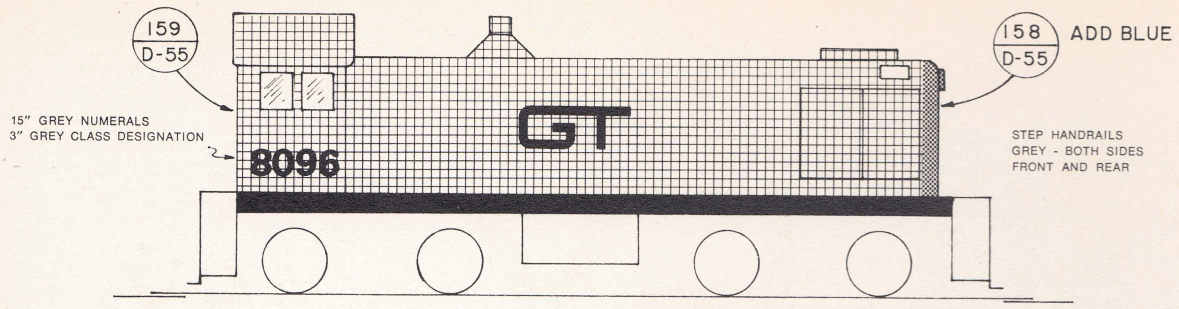
RAIL CANADA vol.I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

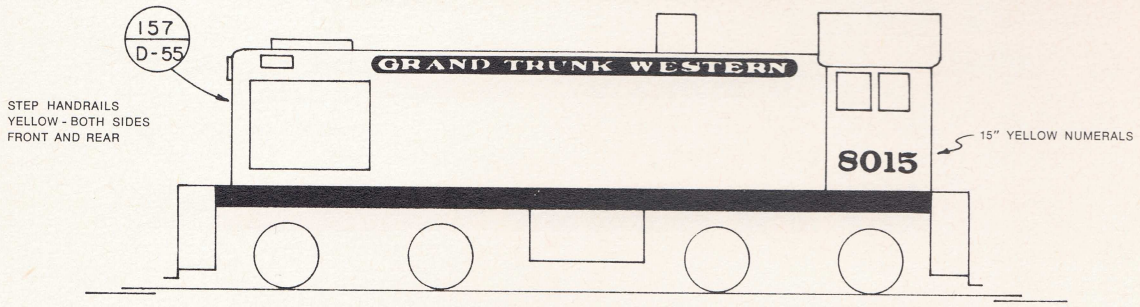
Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - GRAND TRUNK WESTERN

Date: 6-3-75	By: D.C.L.	Drg.No. D-55



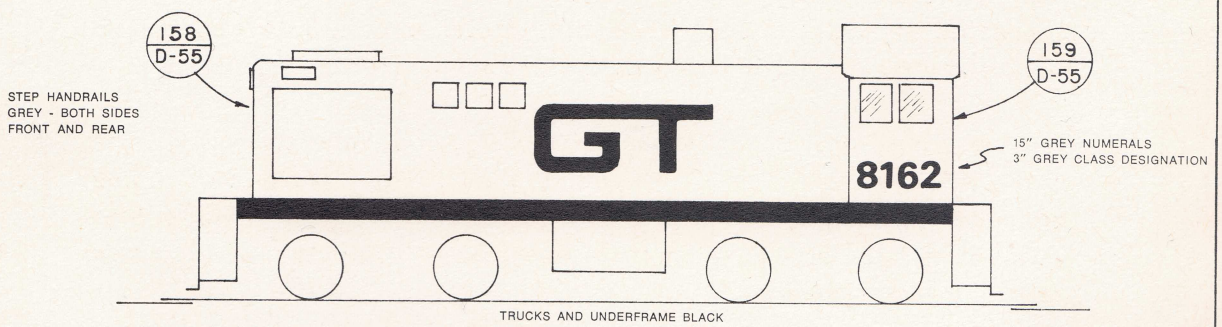
GTW, MS-10a, S-2

BLUE ORANGE BLACK GREY



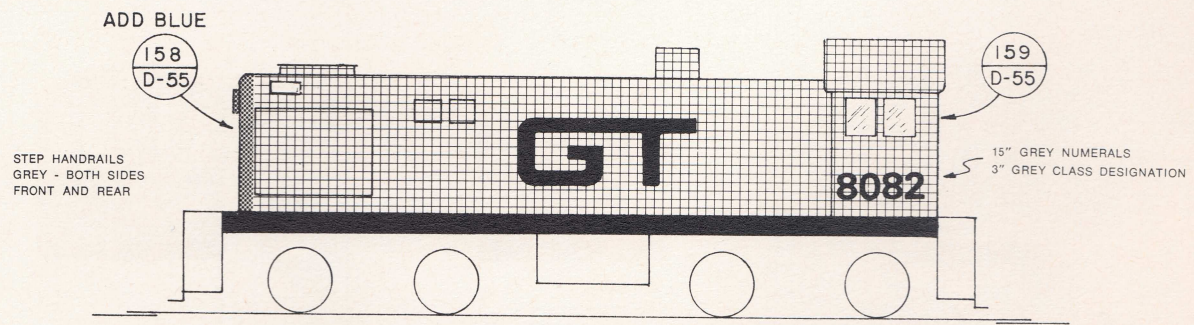
GTW, Q-6-b, S-4

BLACK YELLOW



GTW, MS-10b, S-4

ORANGE BLACK GREY



GTW, MS-10j, S-4

BLUE ORANGE BLACK GREY

RAIL CANADA vol.I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - GRAND TRUNK WESTERN

Date: 6-4-75	By: D.C.L.	Drg No. D-56

CENTRAL VERMONT

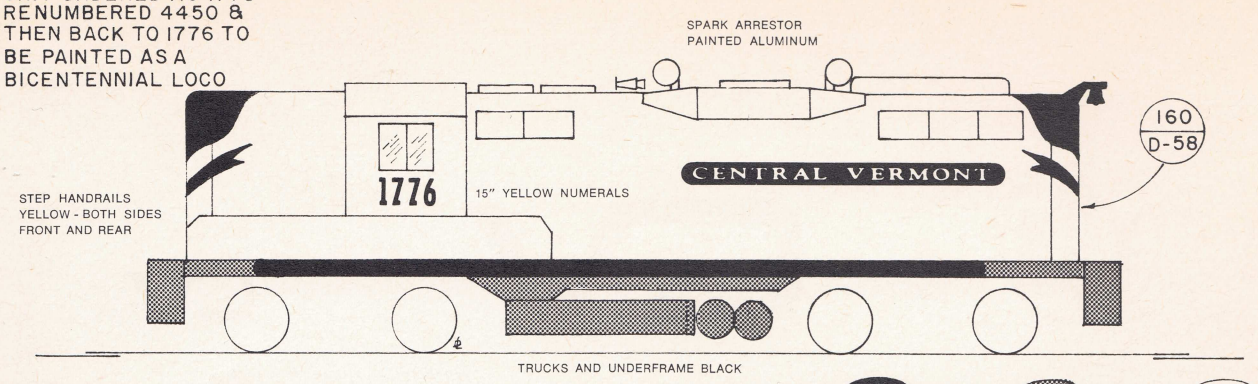
The Central Vermont Railway Inc., at one time controlled by the Grand Trunk Railway and following the G.T.R. insolvency joined the Canadian National Railway system. Retaining its identity to this day, the CVR operates from the Quebec border south through Vermont and over some B & M trackage terminates at New London Connecticut, on the Atlantic Ocean.

There is a greal deal of interchange of motive power between the CN's lines in the U.S. with C.V. Power appearing on the GRAND TRUNK eastern lines and as far west as the D.W. & P. in Minnesota. The drawings and data for these locomotives is at best representative. As tonnages fluctuate on each system motive power is reassigned.

With short term reassignments the original road name is generally not changed, this leads to many strange looking locomotive lash ups.

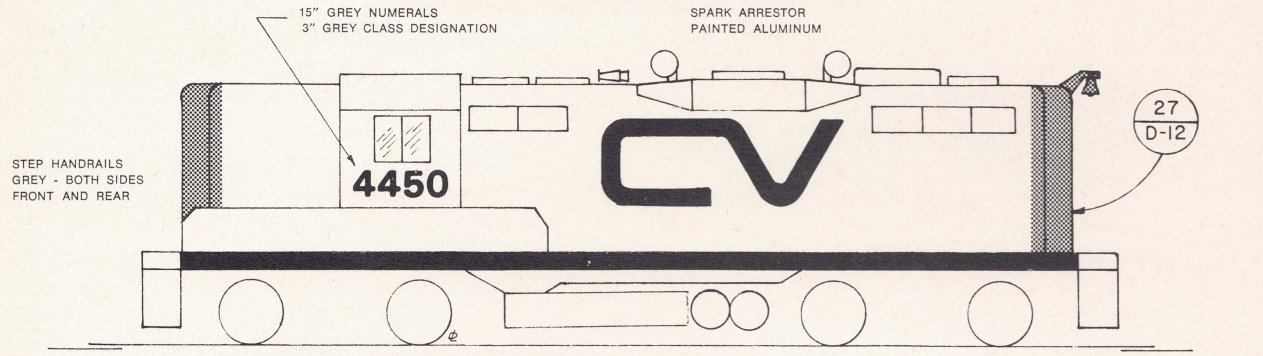
During 1975 the CENTRAL VERMONT painted a bicentennial locomotive. The unit used was 4450, originally ordered as 1776, it now carries this number in giant two hundred year old style numerals on the side of its RED, WHITE AND BLUE paint scheme. A photo and drawing will be included in Vol. II of RAIL CANADA.

UNIT ORDERED AS 1776
RENUMBERED 4450 &
THEN BACK TO 1776 TO
BE PAINTED AS A
BICENTENNIAL LOCO



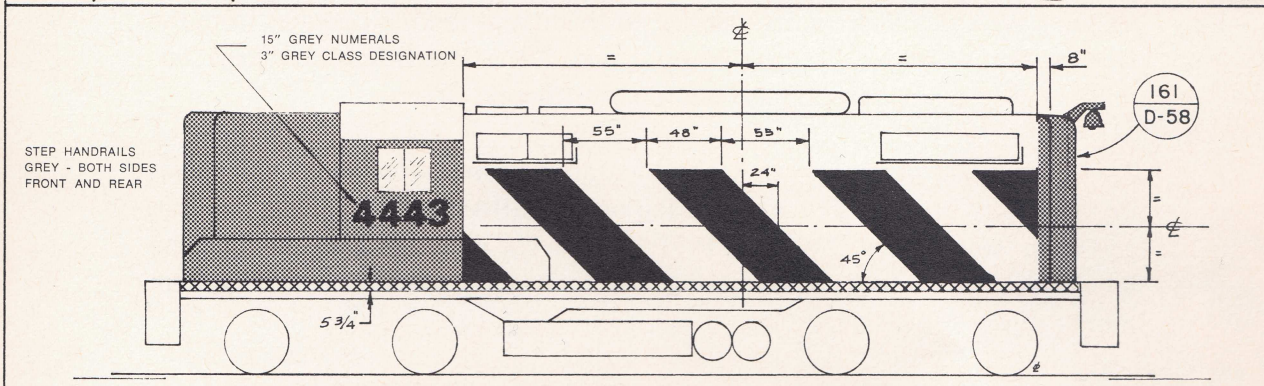
CVR, GR-17j, GP-9

YELLOW BLACK GREEN



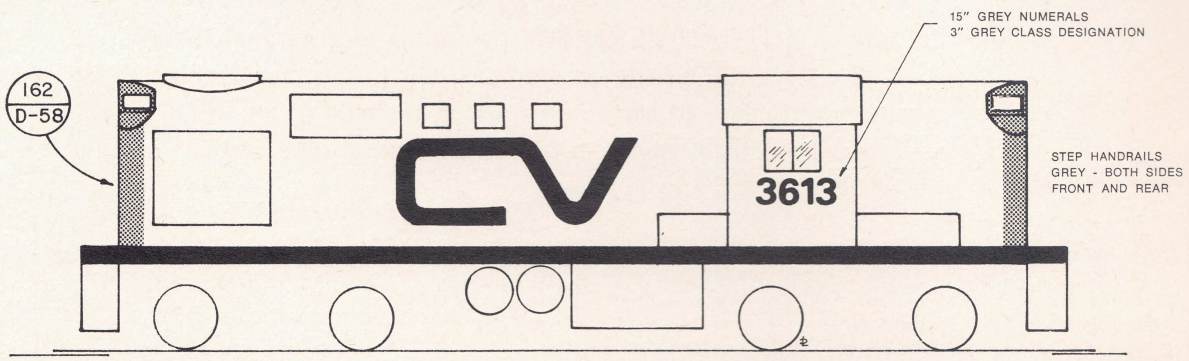
CVR, GR-17d, GP-9

ORANGE BLACK GREY



CVR, GR-17d, GP-9

REFLECTIVE YELLOW ORANGE BLACK GREY



CVR, MR-18a, RS-11

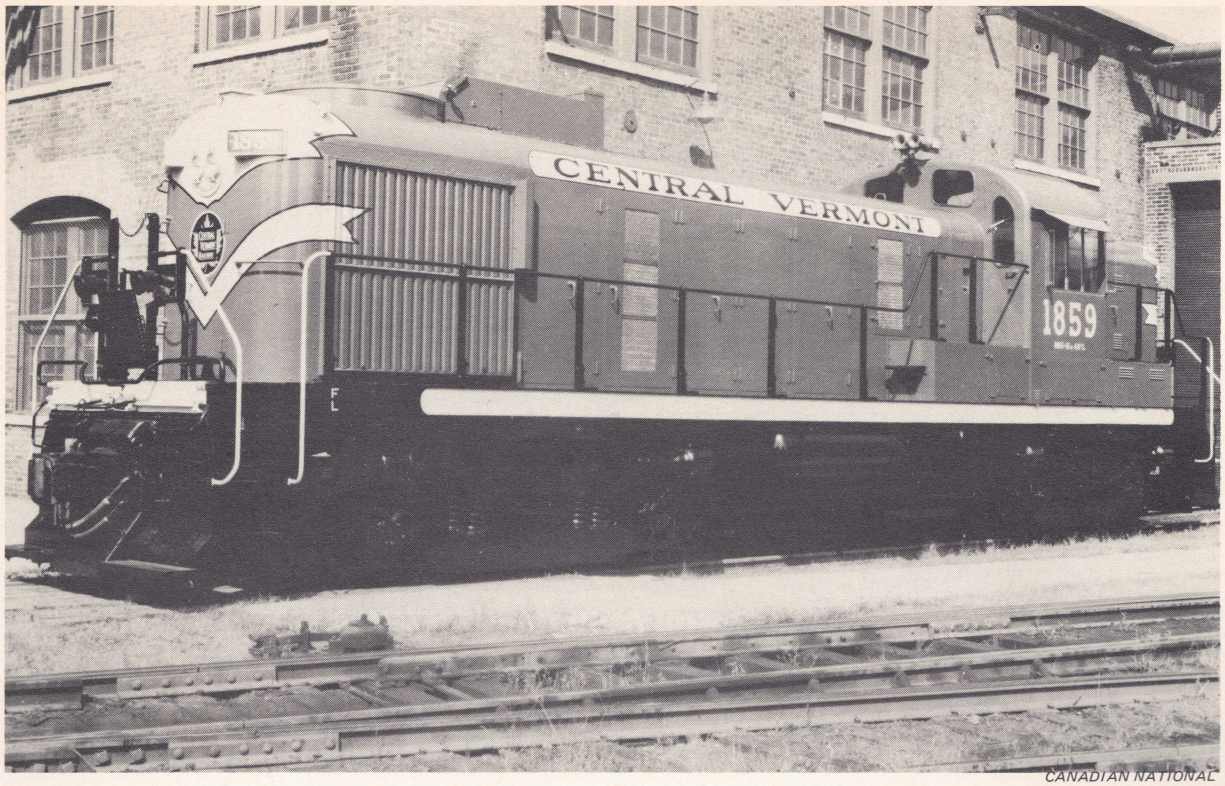
ORANGE BLACK GREY

RAIL CANADA vol.I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CENTRAL VERMONT

Date: 6-12-75	By: D.C.L.	Drg.No. D-57

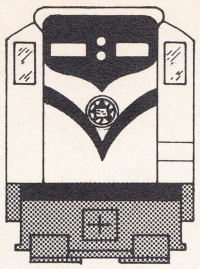


CANADIAN NATIONAL

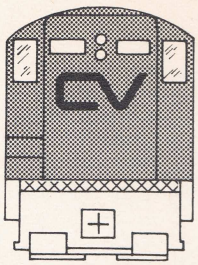
1859 MRG-16-c one of two RS-3 road switchers fitted with steam generators on the CN system both now retired as 3900,01. Note treatment given noses to suit dual headlights. Car body filters and winterization hood along with chime horn on cab are the most distinctive features, plus the black handrails.

4925 Steam generator equipped GP-9 with air tanks on roof, no dynamic brakes and oversize fuel tank make this unit easy to spot. Note grey side stripe does not cross step well on this unit, and style of handrails. While location is not known the catenary should indicate Montreal.

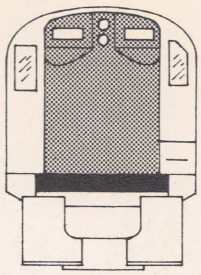
CANADIAN NATIONAL



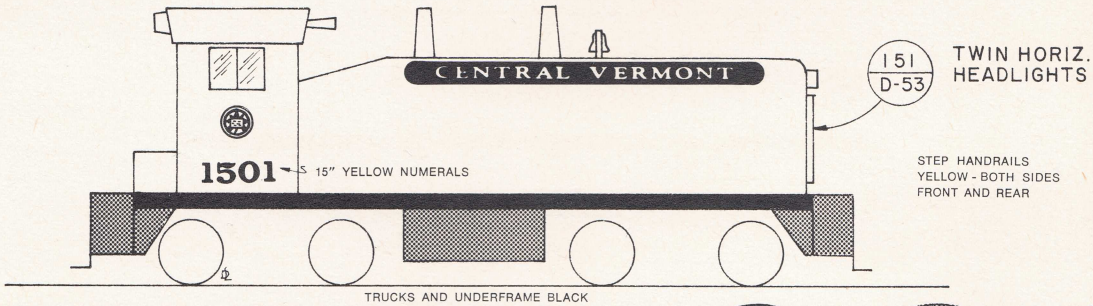
160 D-57



161 D-57

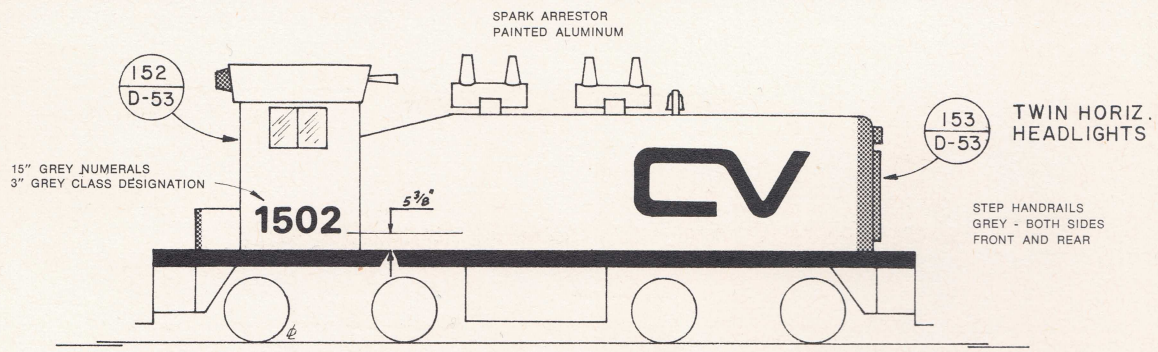


162 D-57 | 162 D-61



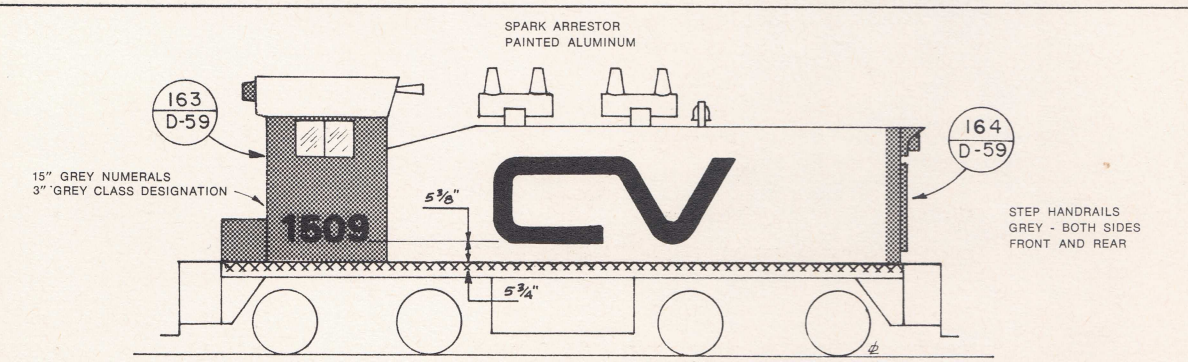
CVR,GR-12c,SW-1200

YELLOW BLACK GREEN



CVR,GR-12c,SW-1200

ORANGE BLACK GREY



CVR,GR-12j,SW-1200

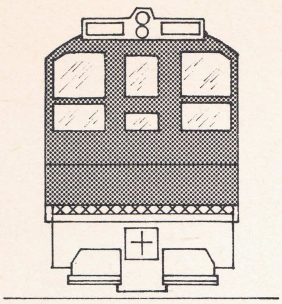
REFLECTIVE YELLOW ORANGE BLACK GREY

RAIL CANADA vol.I

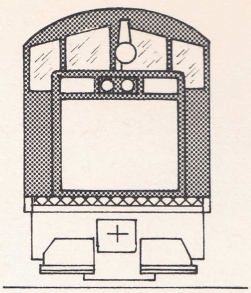
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CENTRAL VERMONT.

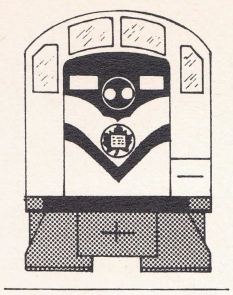
Date: 6-13-75	By: D.C.L.	Drg.No. D-58



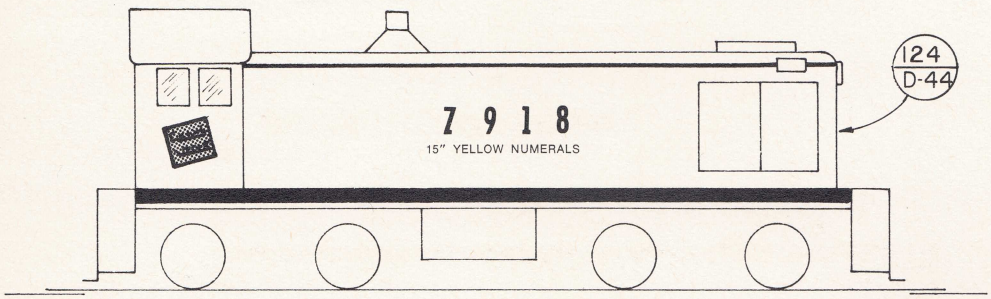
163
D-58



164
D-58

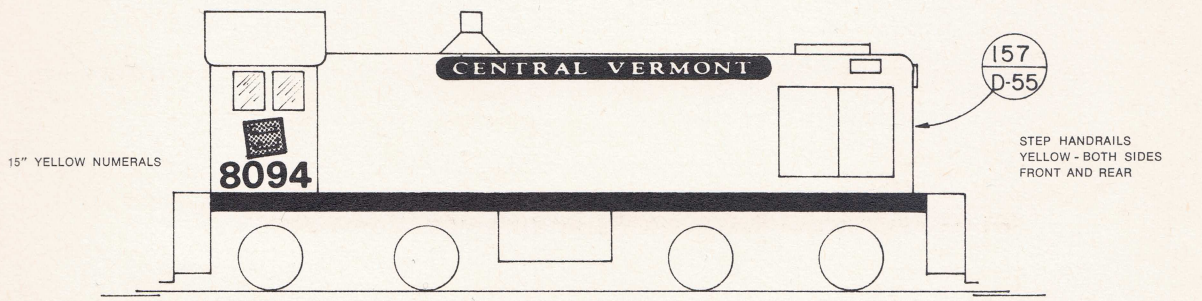


165
D-60



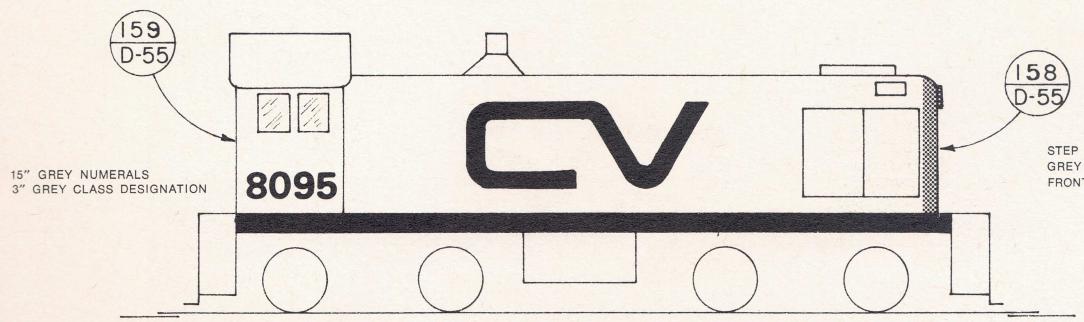
CVR, Q-6-a, S-2

RED BLACK YELLOW



CVR, MS-10a, S-2 2 alk

RED BLACK YELLOW



CVR, MS-10a, S-2

ORANGE BLACK GREY

RAIL CANADA vol.I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CENTRAL VERMONT

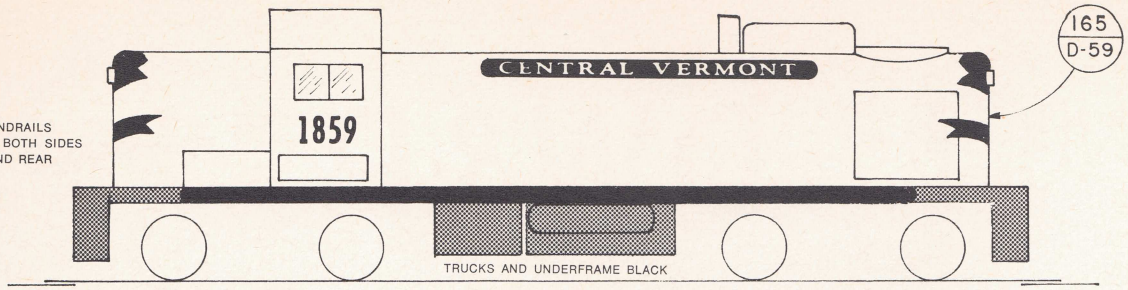
Date: 6-15-75	By: D.C.L.	Drg.No. D-59

CANADIAN NATIONAL

8015 Q-6-b S-4 later MS-10b 8162 in like new paint. The red background herald slopes up to the rear on this side of the locomotive. The yellow panel behind the road name has no pin striping due to the black background of the car body. Nose numerals appear to be about 8" high inside the yellow edged box. Yellow belt and handrails show well in this view.

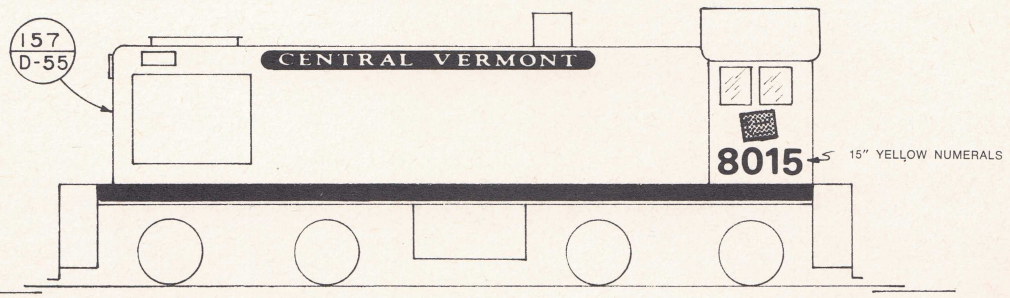
7919 S-2 Q-6-a with its steam type numbers and lacking the stripe along top edge of hood. The sloped herald looks like a plaque taken from a steam engine. Note lower nose numbers than on the S-4 above, also truck style. All in all a rather drab paint scheme. Later renumbered 8095, MS-10a.

LORNE PERRY



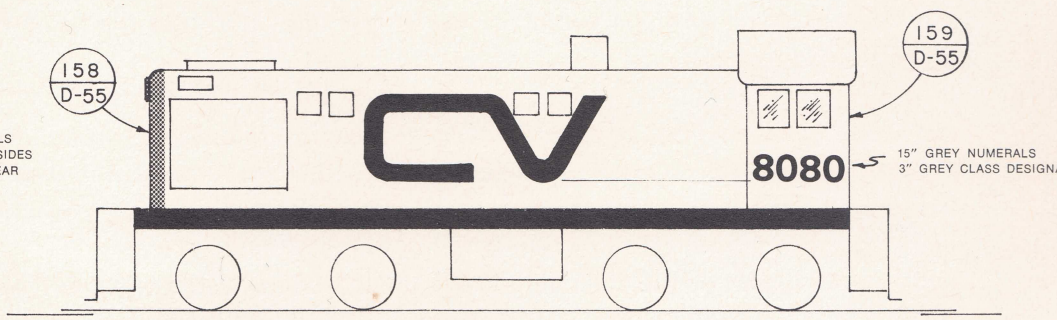
CVR,MRG-16c,RS-3

YELLOW BLACK GREEN



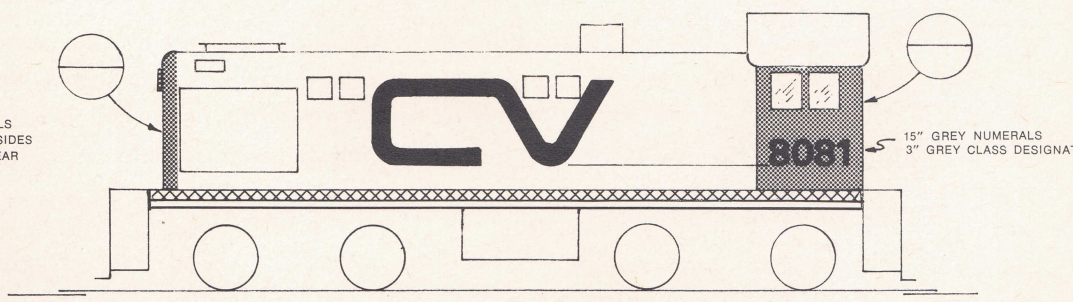
CVR,MS-10d,S-4

RED BLACK YELLOW



CVR,MS-10j,S-4

ORANGE BLACK GREY



CVR,MS-10j,S-4

REFLECTIVE YELLOW ORANGE BLACK GREY

RAIL CANADA vol.I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CENTRAL VERMONT

Date: 6-17-75 | By: D.C.L. | Drg.No. D-60

DW&P

DW&P

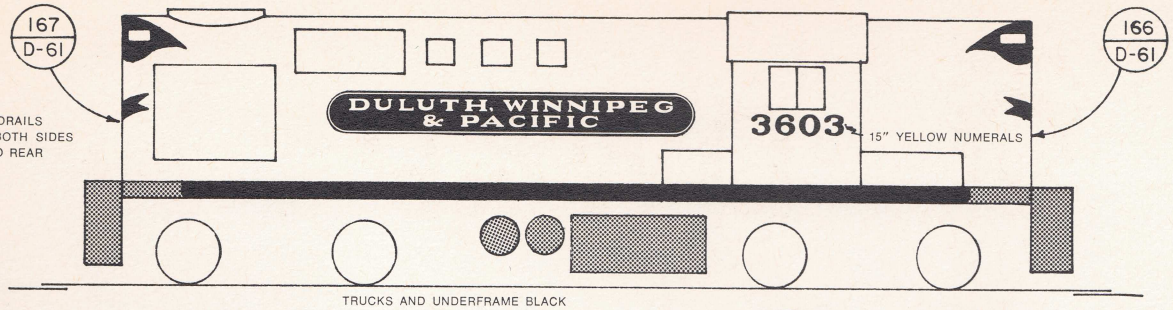
DULUTH, WINNIPEG & PACIFIC

The Duluth Winnipeg & Pacific Railway was part of the transcontinental Canadian Northern Railway and became part of the Canadian National Railway System along with its parent in 1923. For legal purposes the name has been retained to this day.

Operating between Fort Francis, Ontario and Duluth Minnesota this connecting line gives Western Canada a direct route to Chicago, through interchange with the Chicago & North Western.

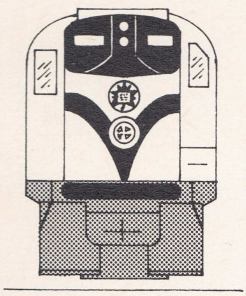
With the increased traffic following WWII the C.N. dieselized the DW & P with II Alco RS-11 road switchers in 1956. When traffic is light the units quite often appear on the GTW, CVR, & GT eastern lines. The reverse quite often is the case with large modern CN diesel power running through from Ontario to Duluth.

The drawings & photographs that follow are representitive of the motive power seen passing through Virginia where the road maintains its shops and service facilities. Short term transfers and leases do not as a rule have thier original road name changed, either way the numbering and class remain the same.

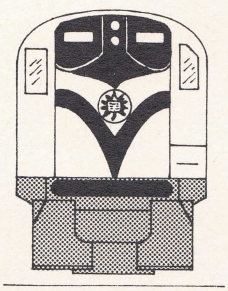


DWP, MR-18a, RS-11

YELLOW BLACK GREEN

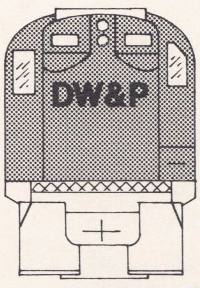


166
D-61

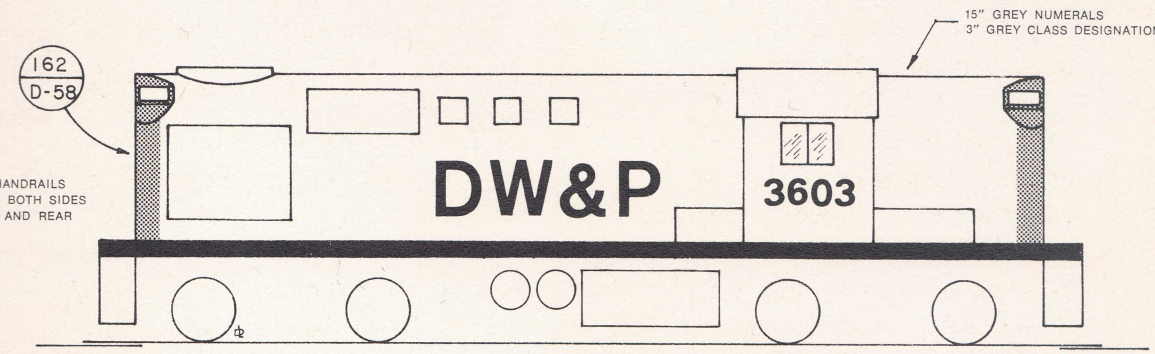


167
D-61

10" GREY LETTERS

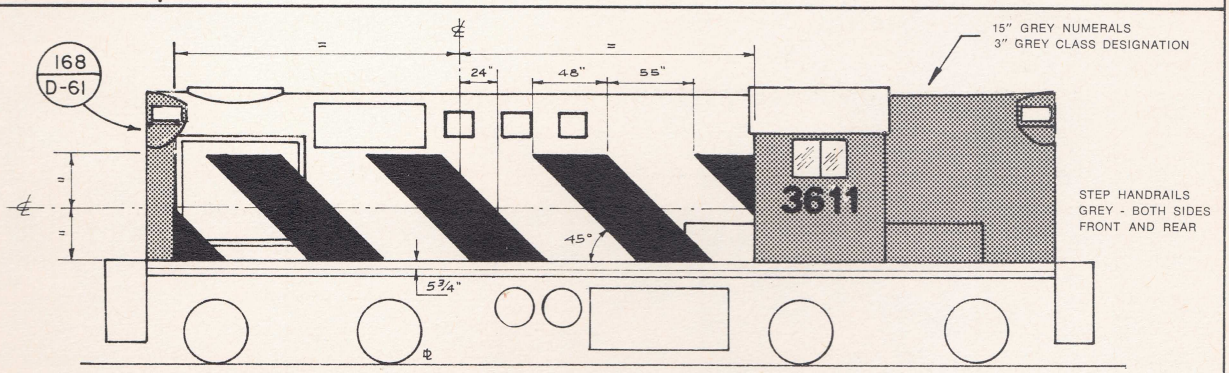


168
D-61



DWP, MR-18a, RS-11

ORANGE BLACK GREY



DWP, MR-18a, RS-11

REFLECTIVE YELLOW ORANGE BLACK GREY

RAIL CANADA vol. I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - DW&P

Date: 6-18-75	By: D.C.L.	Drg.No. D-61

CANADIAN NATIONAL

3603 MR-18a with CN 4310. GP-9, the contrasting paint schemes are evident between the two types. 3603 has its dynamic brake in the short hood, Note the air intakes and roof fan.

The 3/4 view shows how the short hood brake wheel interrupts the seemingly constant width veed nose stripe. Also note the almost imperceptible dip in pin striped top yellow section.

CANADIAN NATIONAL

CANADIAN NATIONAL

3603 Now in orange, grey and black this RS-18 clearly shows its painting details. Note frame members above trucks are painted grey, and its so clean that the engineers window reflects on the black car body.

3611 In the all new 1973 paint scheme. MLW and ALCO units suit the application of the yellow reflective stripe because their handrail mounts on the deck. The grey handrail treatment shows very clearly in both photos.

CANADIAN NATIONAL

GT

GT

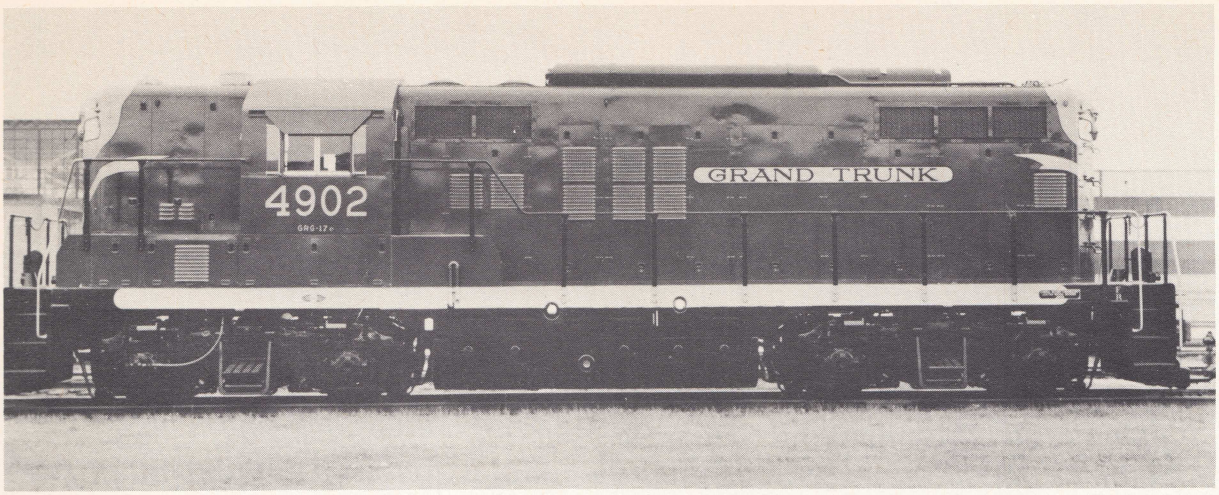
GRAND TRUNK

The Grand Trunk Railway (eastern lines) was another of the branches of the Canadian "Grand Trunk Railway" which joined the CN in 1923. This branch operates between the Quebec-Vermont border and Portland Maine. As previously mentioned there is a great deal of interchange of motive power between all of the CN's U.S. operations.

No drawings have been included as only one photo of a GT unit in yellow and green has been used, the remaining orange, grey and black units closely resemble the GTW units shown earlier.

If enough data is obtained on earlier paint schemes a GT section will be added to Vol. II as will photos of GTW units in blue paint.

A brief group of CNR photos follows this section, they arrived too late for inclusion in the proper sections of the book.



CANADIAN NATIONAL

4902 GRG-17e GP-9, later steam generator was removed and unit reclassed GR-17e. Large fuel tank and roof mounted air tanks are the most prominent features.

D. CONRAD

OK

4445 At St. Albans, Vermont, October 21, 1975. Smaller 9'—2" long logo similar to that used on the GTW and side stripe that does not enter the step well make this GR-17d GP-9 noticeable.

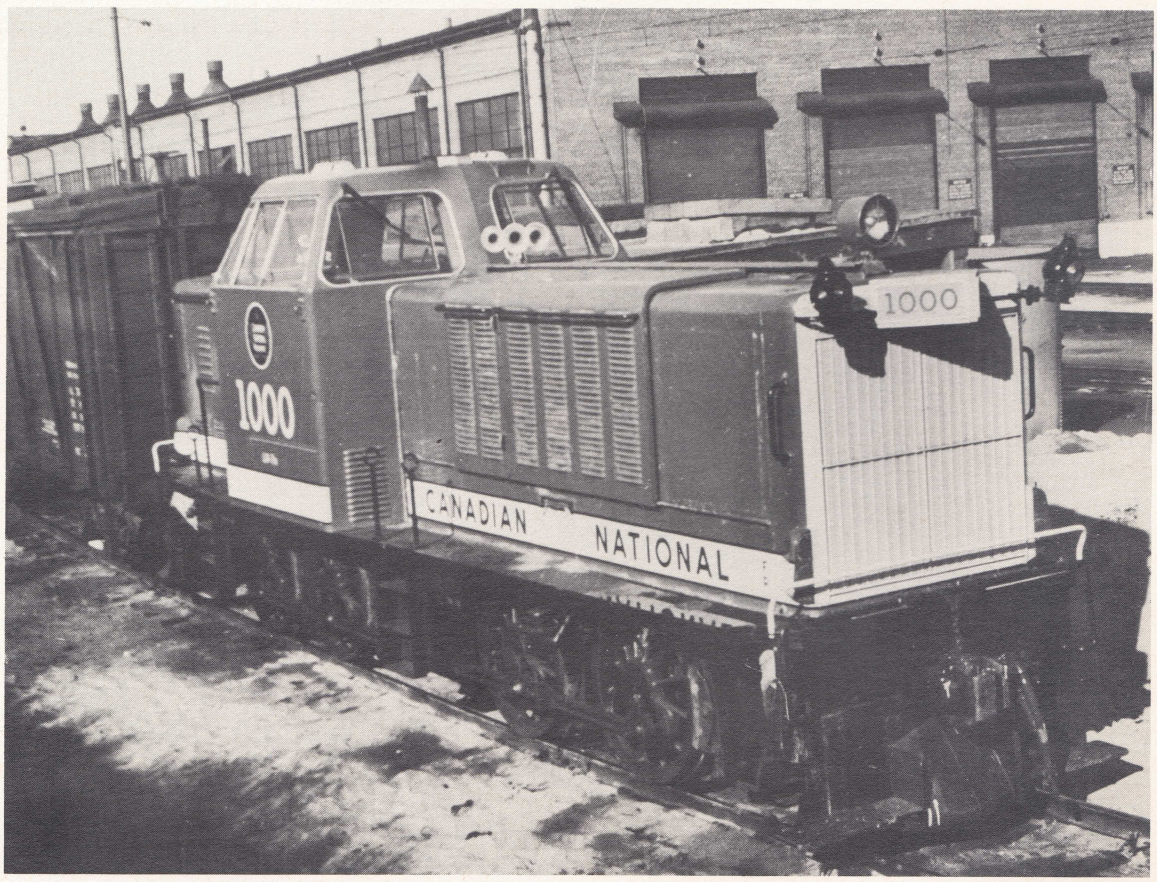
4446 GT GP-9, 4446 class GR-17d at White River Jct. Vermont on October 22, 1975. The large 12'—11" logo seems to balance the locomotive better. Otherwise a rather stock CN system GP-9.

D. CONRAD

4905 At St. Albans, Vermont October 21, 1975. This GR-17e has roof mounted air tanks but the fuel tank has not been extended. Note no dynamic brakes. Small logo a'la GTW on side.

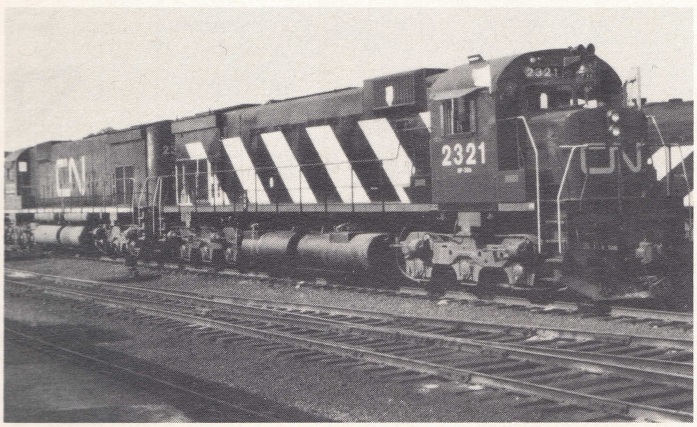
1000 Experimental diesel mechanical during tests in 1956 on the Canadian National. Note spoked drive wheels and side rods. The unit built in Germany at Kiel by Mak. made no Canadian sales.

CANADIAN NATIONAL



1776 Derated RS-18 on 6 wheel RSC-13 trucks, now classed MR-14c. Road number as RS-18 was 3877. This may create a problem as CVR bi-centennial loco is also No. 1776. Photo at Halifax November 1, 1975 where units are assigned.

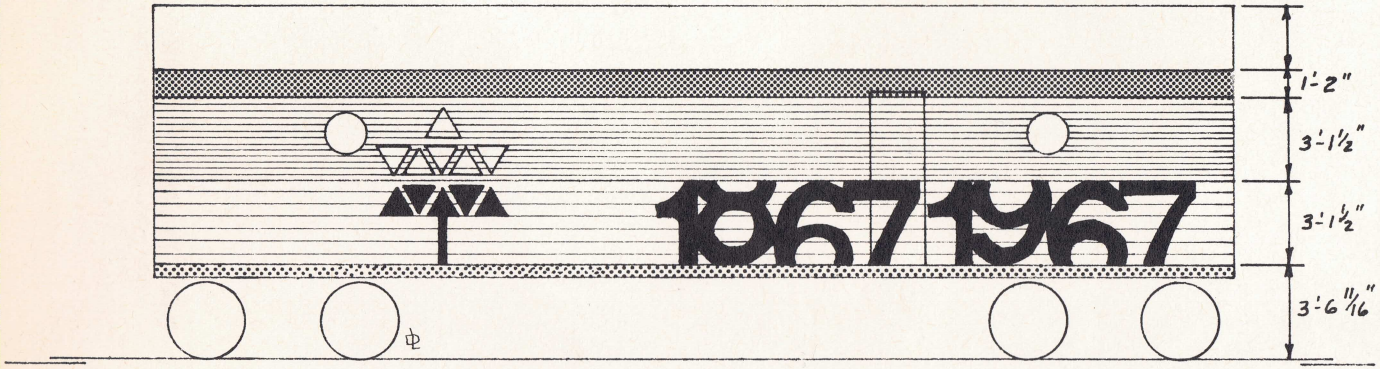
1772 Former RS-18 3872 in new paint scheme, in Halifax November 22, 1975. Method of applying new scheme shows quite clearly. Circle to right of first long stripe is a fire extinguisher symbol.

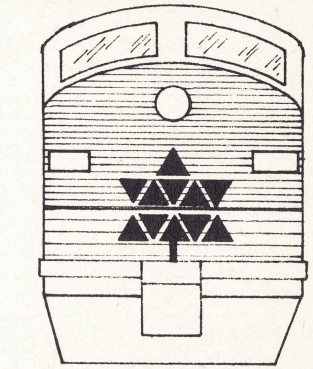


2321 MLW, M636 at Halifax, Nova Scotia, July, 1975 shows the new paint scheme quite well when compared to sister trailing unit. These units did not have the familiar end notches on the long hood like the C630 units. Note the 55" wide nose logo, other end has similar treatment, plus 10" high painted road number.

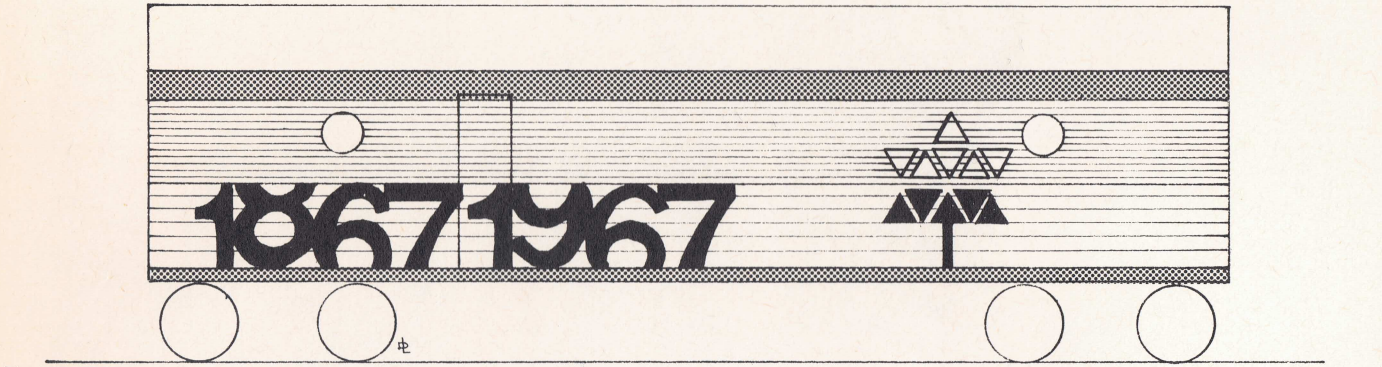
8239 MS-10p A MLW S-12 switcher. Note bell mounted on long hood end and dropped walk-way section at the front.

All photographs on this page were made from 35 mm color slides by Jim Kenney.





STEAM GENERATOR CAR



This drawing with the drawings on pages 19, & 20 comprised the front end of the Confederation Train during 1967. An HO modeler wishing to paint these locomotives will find that the letters and numerals may be the simplest part. Prestype makes DRY TRANSFER LETTERING which will fit, you will need sheets number 1620-60 and 1620-96 in white as your starting point, this material is generally available from engineering and drafting supply houses in major centers.

RAIL CANADA vol.I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

REVISION	Date: 11-29-75	By: D.C.L.	Drg.No. D-62

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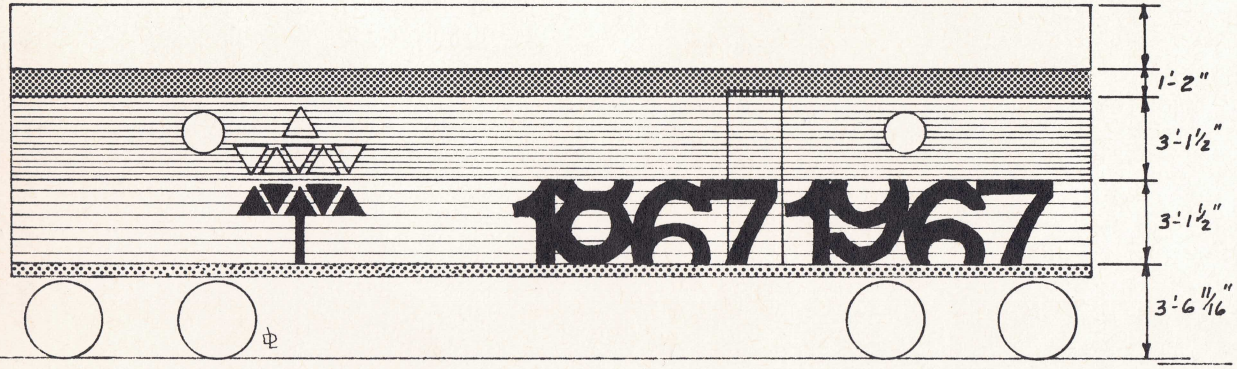
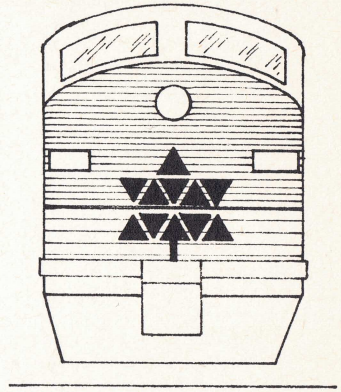
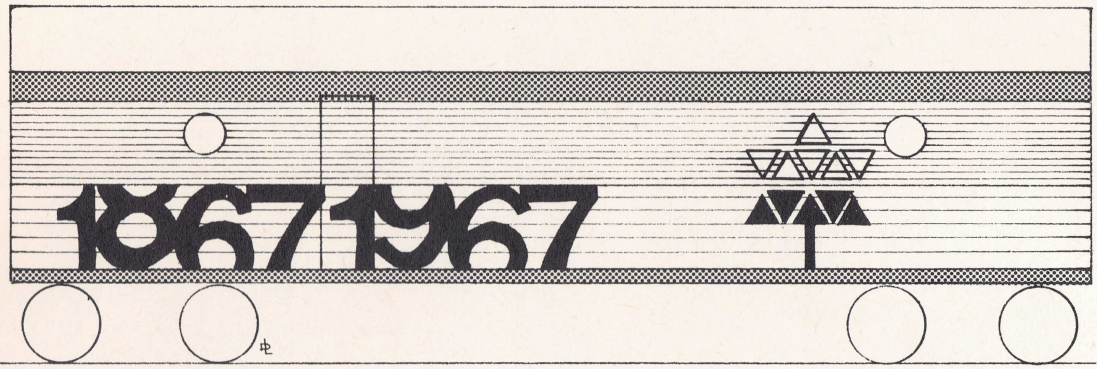




STEAM GENERATOR CAR



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RAIL CANADA vol.I

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject – DIESEL LOCOMOTIVES
Section – OUTLINE DRAWINGS
Railway – CANADIAN NATIONAL

REVISION

Date: 11-29-75 | By: D.C.L. | Drg.No. D-62

MATERIAL SOURCE:
CNR MOTIVE POWER
REFERENCE LIST.

DEISEL LOCOMOTIVE CLASSIFICATION
CANADIAN NATIONAL VS BUILDERS

CANADIAN LOCOMOTIVE CO.

CN Loco Class	Bldrs. Model
CR–12a	H–10–64
CRG–12b	H–10–64
CR–12c,d	H–12–64
CR–12e,f	H–12–44
CR–16a	H–16–44
CRG–24a	H–24–66
CPA–16a	CPA–16–5
CPB–16a	CPB–16–5
CFA–16a,b	CFA–16–4
CFB–16a	CFB–16–4

GENERAL ELECTRIC

CN Loco Class	Bldrs. Model
ER–4a	44 Ton
ER 4b	44 Ton
ER–4c	44 Ton
ER–6a	70 Ton
ES–5a	80 Ton

* Rebuilt F–7 units and 1–F–3A

GENERAL MOTORS

CN Loco Class	Bldrs. Model
GS–6a	SC
GS–8a,b	SW–8
GS–9a,b,c,d,e	SW–900
GS–10a	NW–2
GS–12a,b,c,d,	SW–9
GS–12e,f,g	SW–1200
GR–9a,b	G–8
GR–12a,b	NF–110
GR–12c,d,e,f,h.j, k,l,r,u,y,za	SW–1200RS
	SW–1200RS
GR–12g,p,x	NF–210
GR–12m,n s,t,w,z	GMD–1
GRG–12n	GMD–1
GR–12zb	G–12
GR–15a,b	GP–7
GR–17 & GRG–17	GP–9
GR–18a, GRG–18b	GP–18
GR–20b	GP–38–2
GR–20c	GP–38–2(w)
GR–25a	GP–35
GR–30a,b	GP–40
GFA–15a	F–3A
GFB–15a	F–3B
GFA–15b,c,d	F–7A
GFB–15b,c	F–7B
*GFA–17a	F–7A
*GFB–17a	F–7B
GPA–17a,b,c,d,e	FP–9A
GPB–17a,b,c,d,e	F–9A
GF–30c,d,e,f, g,h,j,k	SD–40
GF–30n	SD–40
GF–430a	GP–40–2LW

MLW-ALCO

CN Loco Class	Bldrs. Model	Bldrs. Spec.
MS–7a,b,c	S–3	E–1530A
MS–10a,b	S–2	E–1540
MS–10c,d,e,f,g, h,j,k,l,m	S–4	E–1540A
MS–10n	S–7	ME–1000
MS–10p	S–12	DL–410
MS–10q	S–13	DL–411
MS–10r	S–13	DL–411A
MR–10a,b,c,d,	RSC–13	DL–800
MRG–10e	RS–1	E–1641A
MR–14a	RSC–24	DL–814
MRG–16c	RS–3	E–1662A
MR–16a,b,d,	RS–3	E–1662A
MR–16e,f,g,h.j.k	RS–10	DL–700
MR–18a	RS–11	DL–701
MR–18b,c,d,f,	RS–11m	DL–718
MR–18e,g	RS–18	DL–718
MRE–18g	RS–18	DL–718
MR–20a,b	M–420	M–420
MR–24a,b,c	C–424	DL–640A
MR–30a,b (MF-30a,b)	C–630	DL–630
MF–36a,b	M–636	DL–636M
MFA–15a	FA–1	DL–208A
MFA–16a,b,c,	FA–2	DL–212A
MFB–16a,b	FB–2	DL–212B
MPA–16a	FPA–2	DL–212A
MPB–16a	FPB–2	DL–213A
MPA–18a,b	FPA–4	DL–218
MPB–18a,b	FPB–4	DL–219
MPA–18c	FPA–2 Mod	DL–212A
MPB–18c	FPB–2 Mod	DL–213A

HOW THE CN LOCOMOTIVE CLASSIFICATION IDENTIFICATION SYSTEM WORKS

1. The first letter in the classification symbol identifies the locomotive builder thus.
   - C – Canadian Locomotive Co. (F.M.)
   - E – General Electric Company
   - G – General Motors (GMD, EMD, DD)
   - M – Montreal Locomotive Works (Alco)
2. The second letter designates the type of carbody or general use application
   - F – Road Freight
   - P – Road Passenger
   - R – Road Switcher
   - S – Yard Switcher
3. The third letter designates special features:
   - A – Equipped with operating cab (a controlling car body type unit = A Unit)
   - B – Not equipped with operating cab (a trailing car body unit = B Unit)
   - E – Equipped with generator for electric train heating.
   - G – Equipped with a steam generator.
4. The two numerals after the dash in the symbol indicate the horsepower to the nearest hundred. In cases where 3 numbers are shown, the first indicates the number of traction motors, and the second & third indicate the horsepower to the nearest hundred.

   EXAMPLE: "MRE–18" The M indicates MLW, the R indicates road switcher, the E indicates electric train heating equipment, the 18 = 1800 H.P.

   "GF–430" The G indicates GM as the builder, the F indicates road freight, the 4 indicates 4 traction motors, and the 30 indicates 3000 H.P.
5. The lower case letters following the H.P. figure designate the sub-class and indicate the order of group purchases.

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject – DIESEL LOCOMOTIVES
Section – ROSTER
Railway – CANADIAN NATIONAL

Date: 1-7-76 | By: D.C.L. | Drg.No. R-1

1974 CN ROAD #	CLASS	BUILDER	BUILDER MODEL	POST 54 ROAD #	PRE 54 ROAD #	PRE 54 CLASS	WHEEL ARRG'T	NEW DATE	HP	ORDER NUMBER	NOTES
1–2	ER–4a	GE	44 TON	1500,01	7550,51	Y–1–a	B–B	1947	380	––	
3–4–5	ER–4b	GE	44 TON	1502-04	––	––	B–B	1956	400	AEM–14857	Rigid trucks – 2-200 HP V-8 Engine.
6	ER–4c	GE	44 TON	––	––	––	B–B	1942/57	380	AEM–19674	Swivel trucks – 2-190 HP V-8 Engine.
26–42	ER–6a	GE	70 TON	1526-43	7800–17	Y–3–a	B–B	1950	600	93297–TA	4 units still on CN Roster
–––	LS–5a	BRILL	BOXCAB	73	7730	Q–2–a	B–B	1926	500	––	
–––	ES–5a ,	GE	80 TON	74	74	Q–2–b	B–B	1947	500	––	Built GE – Erie Pa. Plant Ex. NHB #1
–––	LS–4a	CLC	?	77	7700	Q–1–a	B–B	1929	380	––	
–––	GS–6a	GM WINTON	SC	78–79	7800–01	Q–4–a	B–B	1938	600	––	GTW
–––	LS–3a	?	35 TON	500	––	––	B–B	1930/58	?	––	Thousand Islands to CN 1958
–––	ES–4a	GE	4GE–747	775–77	775–77	Q–3–a	B–B	1948	380	1–16777	Nfld. Ry. 42" Ga #5000–02–47T
300–14	BOOSTER	CNR	SLUG	B-1 to B-15	––	––	B–B	1964-66	––	––	Rebuilt from retired MLW S-3's Renumbered in 1969.
800–805	GR–9b	GMD	G–8	800–05	––	––	A1A-A1A	1956	875	C–208	Nfld. Ry. 42" Ga. Wheels 40" & 30"
850–54	GR–9a	GMD	G–8	1570-74 1100-04	7670–74	Y–6–a	A1A-A1A	1954	875	C–180	Idler axle removed to make units B–B now.
900–02	GR–12a	GMD	NF–110	900-02	900–02	Y–4–a	C–C	1952	1200	C–131	Nfld. Ry. 42" Ga.
903–08	GR–12b	GMD	NF–110	900-08	900–02	Y–4–b	C–C	1953	1200	C–153	Nfld. Ry. 42" Ga.
909–34	GR–12q	GMD	NF–210	––	––	––	C–C	1956	1200	C–207	Nfld. Ry. 42" Ga.
935–37	GR–12p	GMD	NF–210	––	––	––	C–C	1958	1200	C–246	Nfld. Ry. 42" Ga.
938–46	GR–12x	GMD	NF–210	––	––	––	C–C	1960	1200	C–271	Nfld. Ry. 42" Ga.
991–92	GR–12zb	GMD	G–12	––	––	––	A1A-A1A	1958	1310	C–236	Formerly London and Port Stanley Ry.
1000–28	GR–12m	GMD	GMD–1	––	––	––	A1A-A1A	1958	1200	C–244	Idlers 33" Dia. Drivers 40" Dia.
1029–33	GR–12s	GMD	GMD–1	––	––	––	A1A-A1A	1959	1200	C–255	Idlers 33" Dia. Drivers 40" Dia.
1034–49	GR–12t	GMD	GMD–1	––	––	––	A1A-A1A	1959	1200	C–258	Idlers 33" Dia. Drivers 40" Dia.
1050–67	GR–12w	GMD	GMD–1	––	––	––	A1A-A1A	1959	1200	C–262	Idlers 33" Dia. Drivers 40" Dia.
1068–76	GR–12z	GMD	GMD–1	1068-77	––	––	A1A-A1A	1960	1200	C–274	Idlers 33" Dia. Drivers 40" Dia.
1204–21	GR–12d	GMD	SW–1200	1575-92	––	––	B–B	1956	1200	C–190	1217, 18, 19 trail units, 1220, 21 lead units, equipped with Wabco (RC) hump control.
1227–47	GR–12f	GMD	SW–1200RS	––	––	––	B–B	1956	1200	C–198	Flexicoil Trucks
1248–68	GR–12h	GMD	SW–1200RS	––	––	––	B–B	1956-57	1200	C–215	Flexicoil Trucks
1271–88	GR–12k	GMD	SW–1200RS	––	––	––	B–B	1957	1200	C–228	Flexicoil Trucks
1289–1304	GR–12l	GMD	SW–1200RS	––	––	––	B–B	1958	1200	C–240	Flexicoil Trucks
1305–37	GR–12y	GMD	SW–1200RS	––	––	––	B–B	1958	1200	C–253	Flexicoil Trucks
1338–57	GR–12u	GMD	SW–1200RS	––	––	––	B–B	1959	1200	C–264	Flexicoil Trucks
1358–97	GR–12y	GMD	SW–1200RS	––	––	––	B–B	1960	1200	C–273	Flexicoil Trucks
1500,02,03	GR–12c	EMD	SW–1200RS	1200-03	––	––	B–B	1955	1200	4270	Central Vermont AAR type A trucks
1501	GR–12c	EMD	SW–1200	––	––	––	B–B	1955	1200	4270	Grand Trunk Western AAR type A trucks
1504–08	GR–12e	GMD	SW–1200RS	––	––	––	B–B	1955-56	1200	C-191	Flexicoil Trucks
1509,10	GR–12j	EMD	SW–1200	––	––	––	B–B	1957	1200	4376	Central Vermont – flexicoil trucks
1511	GR–12za	EMD	SW–1200	––	––	––	B–B	1960	1200	4437	Central Vermont – flexicoil trucks
1512–19	GR–12za	EMD	SW–1200	––	––	––	B–B	1960	1200	4437	Grand Trunk Western – flexicoil trucks
–––	CR–12a	CLC	H–10–64	1600-14	7600–14	Y–2–a	A1A-A1A	1951	1000+	C–622	#1600 to 17 uprated to 1200 HP
–––	CRG–12b	CLC	H–10–64	1615–17	7615–17	Y–2–b	A1A-A1A	1952	1000+	C–622	Steam Gen. equipped (pass. serv.)
–––	CR–12c	CLC	H–12–64	1618–21	7618–21	Y–2–c	A1A-A1A	1952	1200	C–623	
–––	CR–12d	CLC	H–12–64	1622–29	7622–29	Y–2–d	A1A-A1A	1953	1200	C–623	

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject – DIESEL LOCOMOTIVES
Section – LOCOMOTIVE ROSTER
Railway – CANADIAN NATIONAL

Date: 11-13-74 | By: D.C.L. | Drg.No. R-2

1974 CN ROAD #	CLASS	BUILDER	BUILDER MODEL	POST 54 ROAD #	PRE 54 ROAD #	PRE 54 CLASS	WHEEL ARRG'T	NEW DATE	HP	ORDER NUMBER	NOTES
--- ---	CR–12e CR–12f	CLC CLC	H–12–44 H–12–44	1630–39 1640–59	–– ––	–– ––	B–B B–B	1955 1956	1200 1200	C–633 C–637	
1700–04 1705–10 1711–29 1730-34 1800–03 --- --- ---	MR–10a MR–10b MR–10c MR–10d MR–14a MR–16a MR–16b	MLW MLW MLW MLW MLW MLW MLW	RSC–13 RSC–13 RSC–13 RSC–13 RSC–24 RS–3 RS–3	–– –– –– –– –– 1800–17 3000–17 1818–40 3018–40	–– –– –– –– –– 7830–47 ––	–– –– –– –– –– Y–7–a Y–7–a	A1A-A1A A1A-A1A A1A-A1A– A1A-A1A A1A-A1A B–B B–B	1955 1955-56 1956-57 1957 1959 1953 1954	1000 1000 1000 1000 1400 1600 1600	SO–4202 SO–4203 SO-4204 SO-4205 SO–4211 SO–4307 SO–4310	Some RSC–13 units had centre Idler removed to improved traction all units still in service now A–1–1 again. Assigned Y–7–a Changed before delivery.
---	CR–16a	CLC	H–16–44	1841–58 2000–17	––	––	B–B	1955	1600	C–632H	
--- --- --- --- --- ---	MRG–16c MR–16d MR–16e MR–16f MR–16g MR–16h MR–16j MR–16k	ALCO ALCO MLW MLW MLW MLW MLW MLW	RS–3 RS–3 RS–10 RS–10 RS–10 RS–10 RS–10 RS–10	1859–60 3900–01 1861–62 3041–42 1863–69 3800–06 1870–77 3807–14 1878–80 3058–60 1881–85 3061–65 3815–22 3074–93	–– –– –– –– –– –– –– ––	Y–7–a Y–7–a –– –– –– –– –– ––	B–B B–B B–B B–B B–B B–B B–B B–B	1954 1954 1955 1955 1955 1955 1956 1956-57	1600 1600 1000 1000 1600 1600 1000 1600	SO–20940 SO–20941 ? ? SO–4315 SO–4315 ? SO–4323	Central Vermont } also used on Grand Trunk W. } CN System
1900 1901–17	GR–12n GR–12n	GMD GMD	GMD–1 GMD–1	–– ––	–– ––	–– ––	B–B B–B	1958 1958	1200 1200	C–245 C–254	Flexicoil trucks } some units were Flexicoil trucks } equip'd with S/G
1950–51	MR–10e	ALCO	RS–1	––	––	1957 CL MRG–10e	B–B	1957	1000	SO–21072	Grand Trunk Western Original units had S/G
2000–01 2002–43 2300–19 2320–39	MF–30a MF–30b MF–36a MF–36b	MLW MLW MLW MLW	C–630 C–630 M–636 M–636	–– –– –– ––	–– –– –– ––	1967 CL MR–30a MR–30b –– ––	C–C C–C C–C C–C	1967 1967-68 1970 1971	3000 3000 3600 3600	SO–4911 SO–4912 SO–4918 SO–4922	Class changed approx. 1969
---	CRG–24a	CLC	H–24–66	3000 2900	––	––	C–C	1955	2400	C–636	Retired 2–15–66
2500–29 2530–59	MR–20a MR–20b	MLW MLW	M420 M420	–– ––	–– ––	–– ––	B–B B–B	1973 1974	2000 2000	–– ––	First CN units with MLW wide nose and zero weight traction trucks.

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject – DIESEL LOCOMOTIVES
Section – LOCOMOTIVE ROSTER
Railway – CANADIAN NATIONAL

Date: 11-15-74 | By: D.C.L. | Drg.No. R-3

1974 CN ROAD #	CLASS	BUILDER	BUILDER MODEL	POST 54 ROAD #	PRE 54 ROAD #	PRE 54 CLASS	WHEEL ARRG'T	NEW DATE	HP	ORDER NUMBER	NOTES
3100-29	MR–18e	MLW	RS–18	––	––	––	B–B	1959	1800	4810	Trucks changed to hvy. wt. in '71
3150–55	MRE–18g	MLW	RS–18	––	––	––	B–B	1960	1800	4812	Electric power supply in extended short hood added in 1968 for Tempo service removed in 1970.
3150–55	MR–18g	MLW	RS–18	––	––	––	B–B	1960	1800	4812	
3200–01	MR–24a	MLW	C–424	––	––	––	B–B	1964	2400	4904	
3202–21	MR–24b	MLW	C–424	––	––	––	B–B	1966	2400	4907,8	
3222–40	MR–24c	MLW	C–424	––	––	––	B–B	1967	2400	4909	
3600–14	MR–18a	ALCO	RS–11	––	––	––	B–B	1956	1800	SO–21032	Duluth Winnipeg and Pacific
3615–16	MR–18b	MLW	RS–11M	––	––	––	B–B	1957	1800	SO–4802	
3617–70	MR–18b	MLW	RS–11M	––	––	––	B–B	1957	1800	SO–4805	
3671–3700	MR–18c	MLW	RS–11M	––	––	––	B–B	1957-58	1800	SO–4806	
3701–45	MR–18d	MLW	RS–11M	––	––	––	B–B	1958	1800	SO–4809	
3830–49	MR–18f	MLW	RS–11M	––	––	––	B–B	1959	1800	4810	All except 3842 new hvy, wt. trucks
3850–93	MR–18g	MLW	DL–718	––	––	––	B–B	1960	1800	4812	New heavy weight trucks added.
4000–01	GR–25a	GMD	GP–35	––	––	––	B–B	1964	2500	C–301 CR–302	
						1966 CL					
4002–11	GR–430a	GMD	GP–40	––	––	GR–30a	B–B	1966	3000	C–315	Class changed in 1974 to show
4012–17	GR–430b	GMD	GP–40	––	––	GR–30b	B–B	1967	3000	C–323	difference from C–C SD–40 units.
4100–33	GR–17p	GMD	GP–9	––	––	––	B–B	1957	1750	C–235	
4134–39	GR–17x	EMD	GP–9	––	––	––	B–B	1958	1750	5584	4139 rebuilt from 4145 in 1959.
4147–56	GR–17y	GMD	GP–9	––	––	––	B–B	1959	1750	C–263	
4206–27	GR–17n	GMD	GP–9	––	––	––	B–B	1957	1750	C–233	
4228–44	GR–17q	GMD	GP–9	––	––	––	B–B	1958	1750	C–239	
4245–70	GR–17t	GMD	GP–9	––	––	––	B–B	1958	1750	C–250	
4271–4339	GR–17u	GMD	GP–9	––	––	––	B–B	1959	1750	C–257	
4340–53	GR–17z	GMD	GP–9	––	––	––	B–B	1959	1750	C-263	
4400–26	GR–17a	GM	GP–9	1724–50	––	––	B–B	1955	1750	C–184	
4427–41	GR–17b	EMD	GP–9	1751–65	––	––	B–B	1954	1750	5343	
4442–50	GR–17d	EMD	GP–9	––	––	––	B–B	1956	1750	5345	Grand Trunk Western
4451–95	GR–17f	GMD	GP–9	––	––	––	B–B	1955–56	1750	C–195	Central Vermont
4496–4501	GR–17g	GMD	GP–9	––	––	––	B–B	1956	1750	C–214	
4502–37	GR–17h	GMD	GP–9	––	––	––	B–B	1956-57	1750	C–213	
4539–40	GR–17j	EMD	GP–9	––	––	––	B–B	1957	1750	5513	Grand Trunk Western
4542–46	GR–17j	EMD	GP–9	––	––	––	B–B	1957	1750	5513	Grand Trunk Western
4547–51	GR–17j	EMD	GP–9R–D	––	––	––	B–B	1957	1750	5512	Central Vermont
4552–57	GR–17j	EMD	GP–9R–D	––	––	––	B–B	1957	1750	5512	Grand Trunk Western
4558–59	GR–17j	EMD	GP–9R	––	––	––	B–B	1957	1750	5511	Central Vermont
4560–87	GR–17m	GMD	GP–9	––	––	––	B–B	1957	1750	C–234	
4588–4601	GR–17r	GMD	GP–9	––	––	––	B–B	1957-58	1750	C–238	
4700–07	GR–18a	EMD	GP–18	––	––	––	B–B	1960	1800	5612	Grand Trunk Western
4800–23	GR–15a	GMD	GP–7	1700–23	7555–78	Y–5–a	B–B	1953	1500	C–168,9	
4824–	GR–15b	GMD	(GP–7)	(9005)	––	––	B–B	1948	1500	E–958–A4	Rebuilt from 9005 F–3 in 1958 (High Hood)
4900–01	GRG–17c	EMD	GP–9	1766–67	––	––	B–B	1954	1750	5355	Grand Trunk Western
4902–06	GR–17e	EMD	GP–9R	––	––	––	B–B	1956	1750	5444	Central Vermont
4907–22	GRG–17k	EMD	GP–9	––	––	––	B–B	1957	1750	5514	Grand Trunk Western
4923–27	GRG–17k	EMD	GP–9	––	––	––	B–B	1957	1750	5510	Central Vermont
4928–29	GRG–17s	EMD	GP–9	––	––	––	B–B	1957	1750	5558	Central Vermont
4930–33	GRG–17w	EMD	GP–9	––	––	––	B–B	1958	1750	5585	

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject – DIESEL LOCOMOTIVES
Section – LOCOMOTIVE ROSTER
Railway – CANADIAN NATIONAL

Date: 11-17-74 | By: D.C.L. | Drg.No. R-4

1974 CN ROAD #	CLASS	BUILDER	BUILDER MODEL	POST 54 ROAD #	PRE 54 ROAD #	PRE 54 CLASS	WHEEL ARRG'T	NEW DATE	HP	ORDER NUMBER	NOTES
4950–52	GRG–18b	EMD	GP–18	––	––	––	B–B	1960	1800	5613	GTW
5000–07	GF–30c	GMD	SD–40	––	––	1967- CL GR–30c	C–C	1967	3000	C–322	5004–7 – vapor digital speed log & vapor pace setter control 5008–71 – wrap around pilot
5008–75	GF–30d	GMD	SD–40	––	––	GR–30d	C–C	1967-68	3000	C–324,5	5072–75 – snow plow pilot
5076–87	GF–30e	GMD	SD–40	––	––	––	C–C	1969	3000	C–328	
5088,5125	GF–30e	GMD	SD–40	––	––	––	C–C	1969	3000	C–330	5111–25 extended range D/B & vapor digital as 5004
5126	GF–30h	GMD	SD–40	––	––	––	C–C	1969	3000	C–333	5126–30 as per 5111
5127–59	GF–30h	GMD	SD–40	––	––	––	C–C	1970	3000	C–333	
5160–75	GF–30h	GMD	SD–40	––	––	––	C–C	1971	3000	C–333	
5176–5225	GF–30k	GMD	SD–40	––	––	––	C–C	1971	3000	C–338	
5226–40	GF–30m	GMD	SD–40	––	––	––	C–C	1971	3000	C–345	
5500–59	GR–20b	GMD	GP–38–2	––	––	––	B–B	1972–73	2000	C–350	
5560	GR–20b	GMD	GP–38–2	––	––	––	B–B	1973	2000	C–350	First GM unit with wide nose cab.
5561–5610	GR–20c	GMD	GP–38–2	––	––	––	B–B	1973–74	2000	––	Wide nose cab.
5611–5701	GR–20d	GMD	GP–38–2	––	––	––	B–B	1974	2000	––	Wide nose cab.
5800–11	GR–20a	EMD	GP–38–2	––	––	––	B–B	1971	2000	––	Grand Trunk Western
5900–11	GF–30f	EMD	SD–40	––	––	––	C–C	1969	3000	7186	Grand Trunk Western
5912–20	GF–30g	EMD	SD–40	––	––	––	C–C	1970	3000	7221	Grand Trunk Western
5921–29	GF–30j	EMD	SD–40	––	––	––	C–C	1970	3000	7289	Grand Trunk Western
6500–12	GPA–17a	GMD	FP–9A	––	––	––	B–B	1954–55	1750	C–183	
6513	GPA–17b	GMD	FP–9A	––	––	––	B–B	1955	1750	C–183	
6514–22	GPA–17c	GMD	FP–9A	––	––	––	B–B	1957	1750	C–217	
6523–32	GPA–17d	GMD	FP–9A	––	––	––	B–B	1957	1750	C–230	
6533–42	GPA–17e	GMD	FP–9A	––	––	––	B–B	1958	1750	C–242	
6600–12	GPB–17a	GMD	F–9B	––	––	––	B–B	1954–55	1750	C–182	
6613	GPB–17b	GMD	F–9B	––	––	––	B–B	1955	1750	C–182	
6614–20	GPB–17c	GMD	F–9B	––	––	––	B–B	1957	1750	C–216	
6621–30	GPB–17d	GMD	F–9B	––	––	––	B–B	1957	1750	C–231	
6631–37	GPB–17e	GMD	F–9B	––	––	––	B–B	1958	1750	C–243	
6700–05	CPA–16a	CLC	CPA–16–5	––	––	––	B–A1A	1954–55	1600	––	
6751–54	MPA–16a	MLW	FPA–2	––	PRE 74 6750–55	––	B–B	1955	1600	4407	See 6758 & 59
6758–59	MPA–18c	MLW	FPA–2	––	––	––	B–B	1958 *	1800	4407	Re-engined to 1800 HP and renumbered from 6751 & 55
6760–66	MPA–18a	MLW	FPA–4	––	––	––	B–B	1958	1800	4408	
6767–93	MPA–18b	MLW	FPA–4	––	––	––	B–B	1959	1800	4409	
6800–05	CPB–16a	MLW	CPB–16–5	––	––	––	B–A1A	1954–55	1600	––	
6852–54	MPB–16a	MLW	FPB–2	––	PRE 74 6850–55	––	B–B	1955	1600	SO–4504	See 6858, 59
6858–59	MPB–18c	MLW	FPB–2	––	––	––	B–B	1958 *	1800	SO–4504	Re-engined to 1800 HP and renumbered from 6851 and 6855.
6860–66	MPB–18a	MLW	FPB–4	––	––	––	B–B	1958	1800	SO–4505	
6867–71	MPB–18b	MLW	FPB–4	––	––	––	B–B	1959	1800	SO–4506	

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject – DIESEL LOCOMOTIVES
Section – LOCOMOTIVE ROSTER
Railway – CANADIAN NATIONAL

Date: 12-6-78 | By: D.C.L. | Drg.№. R-5

1974 CN ROAD #	CLASS	BUILDER	BUILDER MODEL	POST 54 ROAD #	PRE 54 ROAD #	PRE 54 CLASS	WHEEL ARRG'T	NEW DATE	HP	ORDER NUMBER	NOTES
7000–09	GS–12a	GMD	SW–9	7000–09	7000–09	Q–9–a	B–B	1952	1200	C–133	AAR Type A Trucks
7010–14	GS–12b	EMD	SW–9	7010–14	7010–14	Q–9–b	B–B	1952	1200	4045	Grand Trunk Western
7015–16	GS–12c	GMD	SW–9	7015–16	7015–16	Q–9–c	B–B	1953	1200	4178	
7017–19	GS–12d	GMD	SW–9	7017–19	––	––	B–B	1955	1200	4300	
7020–30	GS–12e	GMD	SW–1200	7020–30	––	––	B–B	1956	1200	C–201	
7031–33	GS–12f	GMD	SW–1200	7031–33	––	––	B–B	1957	1200	C–216	
7034–35	GS–12g	GMD	SW–1200	7034–35	––	––	B–B	1959	1200	C–265	
7150–71	GS–8a	GMD	SW–8	––	8500–21	Q–7–a	B–B	1951	800	C–112	AAR Type A Trucks Unless Noted
7172–83	GS–8b	GMD	SW–8	––	8522–33	Q–7–b	B–B	1951	800	C–125	
7200–24	GS–9a	GMD	SW–900	––	8535–59	Q–7–c	B–B	1953–54	900	C–173	
7225–32	GS–9b	EMD	SW–900	7225–32	––	––	B–B	1955	900	4577	Grand Trunk Western
7233–42	GS–9c	GMD	SW–900	7233–42	––	––	B–B	1957	900	C–229	
7243–52	GS–9d	GMD	SW–900	7243–52	––	––	B–B	1958	900	C–241	
7262–68	GS–9e	EMD	SW–900	7262–68	––	––	B–B	1958	900	4424	Grand Trunk Western
7600–04	GS–9d	GMD	SW–900	7253–57	––	––	B–B	1958	900	C–241	Hump Control Lead Units
7605–08	GS–9d	GMD	SW–900	7258–61	––	––	B–B	1958	900	C–241	Hump Control Trail Units
––	––	CNR	––	––	7750	Q–3–a	B–B	1932	2X300	––	Box Cab Switcher
––	GS–10a	EMD	NW–2	7900	7900	Q–5–a	B–B	1941–42	1000	E–445	Grand Trunk Western
––	GS–10a	EMD	NW–2	7901	7901	Q–5–a	B–B	1941	1000	E–445	Grand Trunk Western
––	GS–10a	EMD	NW–2	7902	7902	Q–5–a	B–B	1941	1000	E–445	GTW – Now on CN
––	GS–10a	EMD	NW–2	7903	7903	Q–5–a	B–B	1941	1000	E–445	Originally GTW – Wrecked on CN
7904	GS–10a	EMD	NW–2	7904	7904	Q–5–a	B–B	1941	1000	E–445	Grand Trunk Western
7905	GS–10a	EMD	NW–2	7905	7905	Q–5–a	B–B	1942	1000	E–445	Grand Trunk Western
7906	GS–10a	EMD	NW–2	7906	7906	Q–5–a	B–B	1942	1000	E–445	Grand Trunk Western
7907	GS–10a	EMD	NW–2	7907	7907	Q–5–a	B–B	1942	1000	E–445	Grand Trunk Western
7908	GS–10a	EMD	NW–2	7908–09	7908–09	Q–5–a	B–B	1942	1000	E–445	Grand Trunk Western
7910	GS–10a	EMD	NW–2	7910	7910	Q–5–a	B–B	1942	1000	E–445	Grand Trunk Western
7911	GS–10a	EMD	NW–2	7911	7911	Q–5–a	B–B	1942	1000	E–445	Grand Trunk Western
7912	GS–10a	EMD	NW–2	7912–14	7912–14	Q–5–a	B–B	1942	1000	E–445	GTW – 7912 on CN in 74.
7936–45	GS–10a	EMD	NW–2	7936–45	7936–45	Q–5–a	B–B	1946	1000	E–761	
7956–60	GS–10a	EMD	NW–2	7956–65	7956–65	Q–5–a	B–B	1947	1000	E–874	
7966–74	GS–10a	EMD	NW–2	7966–74	7966–74	Q–5–a	B–B	1947–48	1000	E–874	Grand Trunk Western
8016,19,25	MS–10c	MLW	S–4	8016–25	8016–25	Q–6–c	B–B	1951–52	1000	SO–4105	
8027	MS–10d	ALCO	S–4	8026–27	8026–27	Q–6–d	B–B	1953	1000	20854	Central Vermont
8028–33	MS–10e	MLW	S–4	8028–33	8028–33	Q–6–e	B–B	1954	1000	SO–4108	
8034–35	MS–10f	ALCO	S–4	8034–35	––	––	B–B	1955	1000	SO–20959	Grand Trunk Western
8036–77	MS–10g	MLW	S–4	8036–77	––	––	B–B	1955–56	1000	SO–4110	
8078–79	MS–10h	MLW	S–4	8078–79	––	––	B–B	1955	1000	SO–4110	
8080–81	MS–10j	ALCO	S–4	8080–81	––	––	B–B	1955	1000	SO–20977	Central Vermont
8082	MS–10j	ALCO	S–4	8082	––	––	B–B	1955	1000	SO–20977	Grand Trunk Western
8083–90	MS–10k	ALCO	S–4	8083–90	––	––	B–B	1955	1000	––	
––	MS–10a	ALCO	S–2	8091–92	7915–16	Q–6–a	B–B	1942	1000	S–1848	Grand Trunk Western
8093–95	MS–10a	ALCO	S–2	8093–95	7917–19	Q–6–a	B–B	1942	1000	S–1848	Central Vermont
8097–8104	MS–10a	ALCO	S–2	8096–8105	7920–29	Q–6–a	B–B	1944	1000	S–1930	Grand Trunk Western
8106–11	MS–10a	ALCO	S–2	8106–11	7930–35	Q–6–a	B–B	1946	1000	S–3005	Grand Trunk Western
8114	MS–10a	ALCO	S–2	8112–14	7946–48	Q–6–a	B–B	1947	1000	S–3028	
8120–21	MS–10a	ALCO	S–2	8115–21	7949–55	Q–6–a	B–B	1947	1000	S–3035	
8127–39	MS–10a	MLW	S–2	8122–41	7975–94	Q–6–a	B–B	1949	1000	DM–556	
8142,53,54	MS–10b	MLW	S–2	8142–61	7995–99	Q–6–b	B–B	1949–50	1000	DM–562	8147–61 Delivered with these No's.
8162	MS–10b	ALCO	S–4	8162	8015	Q–6–b	B–B	1951	1000	20737	Central Vermont –later on G.T.W.

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject – DIESEL LOCOMOTIVES
Section – LOCOMOTIVE ROSTER
Railway – CANADIAN NATIONAL

Date: 12-6-78 | By: D.C.L. | Drg.No. R-6

1974/75 CN ROAD #	CLASS	BUILDER	BUILDER MODEL	POST 54 ROAD #	PRE 54 ROAD #	PRE 54 CLASS	WHEEL ARRG'T	NEW DATE	HP	ORDER NUMBER	NOTES
8163–95	MS–101	MLW	S–4	8163–95	–––	–––	B–B	1956–57	1000	SO–4112	
8196-8205	MS–10m	ALCO	S–4	8196–8205	–––	–––	B–B	1956	1000	SO–21031	Grand Trunk Western
8206–34	MS–10n	MLW	S–7	8206–34	–––	–––	B–B	1957	1000	SO–4113	AAR Type A Trucks
8235–45	MS–10p	MLW	S–12	8235–45	–––	–––	B–B	1958	1000	SO–4114	MLW Designation DL-410 Type A Trucks
–––	MS–7a	MLW	S–3	8450–54	8450–54	Q–8–a	B–B	1951–52	660	SO–4002	Type A Trucks.
8455	MS–7a	MLW	S–3	8455	8455	Q–8–a	B–B	1952	660	SO–4002	Type A Trucks.
–––	MS–7a	MLW	S–3	8456–58	8456–58	Q–8–a	B–B	1952	660	SO–4002	Type A Trucks.
8459	MS–7a	MLW	S–3	8459	8459	Q–8–a	B–B	1952	660	SO–4002	Type A Trucks.
–––	MS–7a	MLW	S–3	8460–61	8460–61	Q–8–a	B–B	1952	660	SO–4002	Type A Trucks.
–––	MS–7b	MLW	S–3	8462–72	8462–72	Q–8–b	B–B	1953	660	SO–4007	Type A Trucks.
8473	MS–7b	MLW	S–3	8473	8473	Q–8–b	B–B	1953	660	SO–4007	Type A Trucks.
–––	MS–7b	MLW	S–3	8474–83	8474–83	Q–8–b	B–B	1953	660	SO–4007	Type A Trucks.
8484	MS–7c	MLW	S–3	8484	8484	Q–8–c	B–B	1954	660	SO–4009	Type A Trucks.
–––	MS–7c	MLW	S–3	8485-95	8485–95	Q–8–c	B–B	1954	660	SO–4009	Type A Trucks.
8496–97	MS–7c	MLW	S–3	8496–97	8496–97	Q–8–c	B–B	1954	660	SO–4009	Type A Trucks.
–––	MS–7c	MLW	S–3	8498	8498	Q–8–c	B–B	1954	660	SO–4009	Type A Trucks.
8500–22	MS–10g	MLW	S–13	8500–22	–––	–––	B–B	1959	1000	4122	Type A Trucks MLW DL–411
8600–25	MS–10r	MLW	S–13	8600–25	–––	–––	B–B	1959	1000	4123	Type A Trucks MLW DL–411A
–––	–––	CLC	Box Cab	–––	9000–01	V–1–a	B–B	1928	1330	–––	First Passenger Diesels in North America
–––	GFA–15a	EMD	F3A	9000	9000	V–1–A–a	B–B	1948	1500	E–958–A	Swing Bolster Trucks.
–––	GFB–15a	EMD	F3B	9001	9001	V–1–B–a	B–B	1948	1500	E–958–B	Swing Bolster Trucks.
–––	GFA–15a	EMD	F3A	9002	9002	V–1–A–a	B–B	1948	1500	E–958–A	Swing Bolster Trucks.
–––	GFA–15a	EMD	F3A	9003	9003	V–1–A–a	B–B	1948	1500	E–958–A	Swing Bolster Trucks.
–––	GFB–15a	EMD	F3B	9004	9004	V–1–B–a	B–B	1948	1500	E–958–B	Swing Bolster Trucks.
–––	GFA–15a	EMD	F3A	9005	9005	V–1–A–a	B–B	1948	1500	–––	Swing Bolster Trucks.
–––	GFA–15a	EMD	F3A	9006–27	9006–27	V–1–A–a	B–B	1948	1500	E–883	GTW-(9013 rebuilt 1973 to 9171)
–––	GFA–15b	GMD	F7A	9028–54	9028–54	V–1–A–b	B–B	1951	1500	C–114	Even Number Units only.
–––	GFB–15b	GMD	F7B	9029–55	9029–55	V–1–B–b	B–B	1951	1500	C–114	Odd Number Units only.
–––	GFA–15c	GMD	F7A	9056–62	9056–62	V–1–A–c	B–B	1951–52	1500	C–137	Even Number Units only.
–––	GFB–15c	GMD	F7B	9057–63	9057–63	V–1–B–c	B–B	1951–52	1500	C–137	Odd Number Units only.
–––	GFA–15d	GMD	F7A	9064–9142	9064–9142	V–1–A–d	B–B	1952	1500	C–145	Even Numbers only.
								REBUILT			
9150	GFA–17a	GMD/CN	F7A	9084	9084	V–1–A–d	B–B	1972	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9151	GFA–17a	GMD/CN	F7A	9094	9094	V–1–A–d	B–B	1972	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9152	GFA–17a	GMD/CN	F7A	9034	9034	V–1–A–b	B–B	1972	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9153	GFA–17a	GMD/CN	F7A	9070	9070	V–1–A–d	B–B	1972	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9154	GFA–17a	GMD/CN	F7A	9096	9076	V–1–A–d	B–B	1972	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9155	GFA–17a	GMD/CN	F7A	9040	9040	V–1–A–b	B–B	1972	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9156	GFA–17a	GMD/CN	F7A	9060	9060	V–1–A–c	B–B	1972	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9157	GFA–17a	GMD/CN	F7A	9064	9064	V–1–A–d	B–B	1972	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9158	GFA–17a	GMD/CN	F7A	9080	9080	V–1–A–d	B–B	1972	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9159	GFA–17a	GMD/CN	F7A	9038	9038	V–1–A–b	B–B	1972	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9160	GFA–17a	GMD/CN	F7A	9076	9076	V–1–A–d	B–B	1972	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9161	GFA–17a	GMD/CN	F7A	9142	9142	V–1–A–d	B–B	1972	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9162	GFA–17a	GMD/CN	F7A	9140	9140	V–1–A–d	B–B	1972	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9163	GFA–17a	GMD/CN	F7A	9116	9116	V–1–A–d	B–B	1972	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9164	GFA–17a	GMD/CN	F7A	9128	9128	V–1–A–d	B–B	1972	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9165	GFA–17a	GMD/CN	F7A	9104	9104	V–1–A–d	B–B	1972	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9166	GFA–17a	GMD/CN	F7A	9110	9110	V–1–A–d	B–b	1972	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9167	GFA–17a	GMD/CN	F7A	9100	9100	V–1–A–d	B–B	1972	1750	–––	Rebuilt at Transcona, Winnipeg, Man.

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject – DIESEL LOCOMOTIVES
Section – LOCOMOTIVE ROSTER
Railway – CANADIAN NATIONAL

Date: 1-22-75 | By: D.C.L. | Drg No. R-7

1974/75 CN ROAD #	CLASS	BUILDER	BUILDER MODEL	POST 54 ROAD #	PRE 54 ROAD#	PRE 54 CLASS	WHEEL ARRG'T	NEW DATE	HP	ORDER NUMBER	NOTES
9168	GFA–17a	GMD/CN	F7A	9152	9152	V–1–A–d	B–B	1972	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
								REBUILT			
9169	GFA–17a	GMD/CN	F7A	9042	9042	V–1–A–b	B–B	1973	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9170	GFA–17a	GMD/CN	F7A	9106	9106	V–1–A–d	B–B	1973	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9171	GFA–17a	GMD/CN	F7A	9013	9013	V–1–A–a	B–B	1973	1750	–––	(Former GTW F–3) Rebuilt.
9172	GFA–17a	GMD/CN	F7A	9072	9072	V–1–A–d	B–B	1973	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9173	GFA–17a	GMD/CN	F7A	9118	9118	V–1–A–d	B–B	1973	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9174	GFA–17a	GMD/CN	F7A	9082	9082	V–1–A–d	B–B	1974	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9175	GFA–17a	GMD/CN	F7A	9132	9132	V–1–A–d	B–B	1974	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9176	GFA–17a	GMD/CN	F7A	9114	9114	V–1–A–d	B–B	1974	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9177	GFA–17a	GMD/CN	F7A	9088	9088	V–1–A–d	B–B	1974	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9178	GFA–17a	GMD/CN	F7A	9056	9056	V–1–A–c	B–B	1974	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9179	GFA–17a	GMD/CN	F7A	9120	9120	V–1–A–d	B–B	1974	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
								REBUILT			
9190	GFB–17a	GMD/CN	F7B	9039	9039	V–1–B–b	B–B	1972	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9191	GFB–17a	GMD/CN	F7B	9031	9031	V–1–B–b	B–B	1972	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9192	GFB–17a	GMD/CN	F7B	9063	9063	V–1–B–c	B–B	1972	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9193	GFB–17a	GMD/CN	F7B	9057	9057	V–1–B–c	B–B	1973	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9194	GFB–17a	GMD/CN	F7B	9035	9035	V–1–B–b	B–B	1973	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9195	GFB–17a	GMD/CN	F7B	9059	9059	V–1–B–c	B–B	1973	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9196	GFB–17a	GMD/CN	F7B	9053	9053	V–1–B–b	B–B	1973	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9197	GFB–17a	GMD/CN	F7B	9029	9029	V–1–B–b	B–B	1973	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9198	GFB–17a	GMD/CN	F7B	9037	9037	V–1–B–b	B–B	1973	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
9199	GFB–17a	GMD/CN	F7B	9041	9041	V–1–B–b	B–B	1973	1750	–––	Rebuilt at Transcona, Winnipeg, Man.
–––	CFA–16a	CLC	CFA–16-4	9300	8700	C–1–A–a	B–B	1952	1600	–––	
–––	CFB–16a	CLC	CFB–16-4	9301	8701	C–1–B–a	B–B	1952	1600	–––	
–––	CFA–16a	CLC	CFA–16-4	9302	8702	C–1–A–a	B–B	1952	1600	–––	
–––	CFB–16a	CLC	CFB–16-4	9303	8703	C–1–B–a	B–B	1952	1600	–––	
–––	CFA–16a	CLC	CFA–16-4	9304	8704	C–1–A–a	B–B	1952	1600	–––	
–––	CFB–16a	CLC	CFB–16-4	9305	8705	C–1–B–a	B–B	1952	1600	–––	
–––	CFA–16b	CLC	CFA–16-4	9306-44	8706-44	C–1–A–b	B–B	1952-53	1600	–––	Even Numbers only.
–––	MFA–15a	MLW	FA1	9400–07	9400-07	W–1–A–a	B–B	1950	1500	–––	9400 Preserved at Ottawa, Ontario
–––	MFA–16a	MLW	FA2	9408-26	9408-26	W–1–A–b	B–B	1951	1600	–––	Even Numbers only.
–––	MFA–16a	MLW	FB2	9409-27	9409-27	W–1–-B–a	B–B	1951	1600	–––	Odd Numbers only.

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject – DIESEL LOCOMOTIVES
Section – LOCOMOTIVE ROSTER
Railway – CANADIAN NATIONAL

Date: 1-21-75 | By: D.C.L. | Drg.No. R-8

1974/75 CN ROAD #	CLASS	BUILDER	BUILDER MODEL	POST 54 ROAD #	PRE 54 ROAD #	PRE 54 CLASS	WHEEL ARG'T.	NEW DATE	HP	ORDER NUMBER	NOTES
----	MFA–16b	MLW	FA2	9428–36	----	W–1–A–c	B–B	1952	1600	----	Even Numbers only.
----	MFB–16b	MLW	FB2	9429–37	----	W–1–b–b	B–B	1952	1600	----	Odd Numbers only.
----	MFA–16c	MLW	FA2	9438–56	----	W–1–A–d	B–B	1953	1600	----	Even Numbers only.
9400–49	GF–430a	GMDD	GP–40-2	----	----	----	B–B	1974	3000	----	Wide Nose Cab Units.
9450–90	GF–430a	GMDD	GP–40-2	----	----	----	B–B	1974	3000	----	Wide Nose Cab Units.
9491-9530	GF–430b	GMDD	GP–40-2	----	----	----	B–B	1974	3000	----	Wide Nose Cab Units.
9531–90	GF–430c	GMDD	GP–40-2	----	----	----	B–B	1975	3000	----	Wide Nose Cab Units.
9591-9632	GF–430c	GMDD	GP–40-2	----	----	----	B–B	1975	3000	----	Wide Nose Cab Units.

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Subject - DIESEL LOCOMOTIVES
Section - SCALE MODEL REF.
Railway - CANADIAN NATIONAL

Date: 1-27-76 | By: D.C.L. | Drg No. SR-1

HO MODEL LOCOMOTIVE	MANUFACTURER	MATERIAL OF CONSTRUCTION	MODIFIABLE TO C.N.
F–3A & B	Cary Loco' Works	Cast Metal (Shell)	F–3A & B (1)
F–3A	Cox	Plastic	F–3A
F–3A & B	PFM	Brass	F–3A & B
F–3A & B	Varney	Cast Metal (D)	F–3A & B
F–3A & B	Gilbert	Plastic (D)	F–3A & B
F–3A & B	Hallmark	Brass	F–3A & B
F–3A & B	Alco Models	Brass	Late F–3A&B (2)
F–7A & B	PFM	Brass	F–7A & B
F–7A & B	Athearn (Globe)	Plastic	F–7A & B
F–7A	Life Like	Plastic	F–7A
F–7A	Hobby Line (English)	Plastic & Cast (D)	F–7A
F–7A	Lionel (Athearn)	Plastic (D)	F–7A
F–7A & B	Cox (Athearn)	Plastic (D)	F–7A & B
FP–7A	Atlas	Plastic	FP–9A
F–9A	Gem	Brass	FP–9A (3)
F–9A	Revell	Plastic	FP–9A (3)
F–9A & B	PFM	Brass	FP–9A, F–9B (3)
F–9A	Bachmann	Plastic	F–7A
F–9A & B	Tyco	Plastic	F–9A & B
FA–1	Alco Models	Brass	FA–1
FA–1	Train Miniature	Plastic	FA–1
FA–1	Lionel (MPC)	Plastic	FA–1 (5)
FA-2 & FB-2	Model Power	Plastic	See Note (6)
FA & B–2	Lindsay (Kemtron)	Cast Metal	FA–2&FB–2
FA & B ?	English	Cast Metal & Plastic	See Note (7)
PA–1	Athearn	Plastic	PA–1 (8)
PA–1	Balboa	Brass	PA–1 (8)
PA–1	Westside	Brass	PA–1 (8)
PA–1	Hobbytown	Cast Metal	PA–1 (8)
PA–1	Lindsay (Kemtron)	Cast Metal	PA–1 (8)
CFA & B-16-4	AHM-Riverossi	Plastic	CFA & B-16-4
CFA–16–4	Red Ball	Brass	CFA & B-16-4
CFA–16–4	Alco Models	Brass	CFA–16–4
CPA–24–5	Alco Models	Brass	CPA–16–5
CPA–24–5	Red Ball	Brass	CPA–16–5
RS–1	International	Brass (D)	RS–1
RS–2	AHM	Plastic	RS–1 & RS–3
Alco 1600	Hobbytown	Cast Metal (D)	RS–1 & RS–3
Alco 1600	Hobbytown	Plastic (D)	RS–1 & RS–3
RS–1	Alco Models	Brass	RS–1
RS–3	Alco Models	Brass	RS–3
RSC	Gilbert	Plastic (D)	RSC
Alco 1600	Hobbytown	Plastic (D)	RSC
RS–18	Alco Models	Brass	RS–10, 11M, 18

HO MODEL LOCOMOTIVE	MANUFACTURER	MATERIAL OF CONSTRUCTION	MODIFIABLE TO C.N.
RS–11	Life Like	Plastic	RS–10, 11M, 18
RS–11	Alco Models	Brass	RS–11 U.S. Lines
DL–600B	Alco Models	Brass	RSD -17 (9)
C–424	AHM	Plastic	C–424 (10)
C–425	Alco Models	Brass	C–424 (10)
C–430	Tyco	Plastic	C–424 (10)
C–628	Life Like	Plastic	C–630 (11)
C–630	Alco Models	Brass	C–630 (11)
C–630	Tyco (Sears)	Plastic	C–630 (12)
C–636	Alco Models (LH)	Brass	C–636 (13)
GP–7	PFM	Brass (D)	GP–7
GP–7	International	Brass	GP–7
GP–7	Athearn (early)	Plastic (D)	GP–7
GP–7	Lawrence Lab	Brass (D)	GP–7 ?
GP–9	PFM	Brass	GP–9
GP–9	Athearn (late)	Plastic	GP–7 (14)
GP–9	Lionel (Athearn)	Plastic (D)	GP–7 (14)
GP–9	Cox (Athearn) (D)	Plastic	GP–7 (14)
GP–9	Hallmark	Brass	GP–9
GP–18	AHM	Plastic	GP–18&GP-9 (15)
GP–18	Hallmark (HH)	Brass	GP–18&GP-9 (15)
GP–35	Athearn	Plastic	GP–35
GP–35	Cox (Athearn) (D)	Plastic	GP–35
GP–38–2	Life Like	Plastic	GP–38 (16)
GP–38	Atlas (HH)	Plastic	GP–38 (17)
GP–40	Bachmann	Plastic	GP–40 (18)
GP–40	Gem	Brass	GP–40 (18)
GP–40	Alco Models	Brass	GP–40 (18)
GP–40	Atlas	Plastic	GP–40 (18)
SD–40	Alco Models	Brass	SD–40 (18)
H–12–44	Perfect Scale Model	Brass	H–10 & 12–44
H–12–44	English	Cast Metal (D)	H–10 & 12–44
H–12–46	Red Ball	Brass	H–12–46
H–16–44	Bowser (PSM)	Cast Metal (D)	H–16–44
H–16–44	Perfect Scale Model	Brass	H–16–44
H–24–66	Red Ball	Brass	H–24–66
H–24–66	Gilbert	Plastic (D)	H–24–66
H–24–66	Athearn	Plastic	H–24–66
S–2	Alco Models	Brass	S–2

Subject - DIESEL LOCOMOTIVES
Section - SCALE MODEL REF.
Railway - CANADIAN NATIONAL

Date: 1-14-76 | By: D.C.L. | Drg.No. SR-2

HO MODEL LOCOMOTIVE	MANUFACTURER	MATERIAL OF CONSTRUCTION	MODIFIABLE TO C.N.
S–2	Pacific Pike	Brass	S–2 or S–4
S–3	Alco Models	Brass	S–3
S–4	Alco Models	Brass	S–4 or S–2
Alco 1000	AHM	Plastic	S–2 & S–4
NW–2	Alco Models	Brass	NW–2
EMD 1000 HP	Varney	Cast Metal	NW–2
EMD–SW	PFM	Brass (D)	SW–8, 800, 9, SW–900 & 1200
SW–1500	Alco Models	Brass	SW–8,900,1200
44 Ton	M.E.W./Alexander	Cast Metal	44 Ton
44 Ton	Westside Models	Brass	44 Ton
44 Ton	Alco Models	Brass	44 Ton
70 Ton	Hallmark Models	Brass	70 Ton
N SCALE LOCOMOTIVE	**MANUFACTURER**	**MATERIAL OF CONSTRUCTION**	**MODIFIABLE TO C.N.**
F–3A	Con-Cor	Plastic	F–3A
F–3B	Con-Cor	Plastic	F–3B
F–9A	Atlas	Plastic	F–7A & F–9A
F–9A	Trix (Model Power)	Plastic	F–7A & F–9A
F–9A	Bachmann	Plastic	F–7A & F–9A
F–9A	Gem	Brass (cast)	F–7A & F–9A
F–9B	Rapido (Revell)	Plastic	F–7B & F–9B
F–9B	Trix (Model Power)	Plastic	F–7B & F–9B
FP–9A	Rapido (Revell)	Plastic	FP–9A
FA–2	Rapido (Revell)	Cast Metal & Plastic	FA–1 & FA–2
FA–2	MRC (D)	Plastic	FA–1 & FA–2
CPA–16–5	Atlas	Plastic	CPA–16–5
PA–1	Con-Cor	Plastic	PA–1 Demo.
GP–9	Atlas	Plastic	GP–9 & GP–7
GP–7/9	Rapido (Revell)	Plastic	GP–9 & GP–7
H–12–44	Trix (Model Power)	Plastic	H–12–44
RSC–2	Atlas	Plastic	RSC–13 (RS–1,3)
RSD–15	MRC	Plastic	RSD–17 Demo.
C–420	MRC	Plastic	C–424 (Major)
C–636	Con-Cor	Plastic	M–636 (Major)
GP–40	Atlas	Plastic	CP–40, GP–40–2
GP–40	Bachmann	Plastic	GP–40, GP–40–2
GP–40	Lima (AHM)	Plastic	GP–40, GP–40–2
GP–40	Life Like	Plastic	GP–40, GP–40–2

N SCALE LOCOMOTIVE	MANUFACTURER	MATERIAL OF CONSTRUCTION	MODIFIABLE TO C.N.
GP–40	Gem	Cast Brass	GP–40, GP–40–2
SD–45	Con-Cor	Plastic	See Note (19)
SD–45	Life Like	Plastic	See Note (19)
SD–45	Atlas	Plastic	See Note (19)
SD–45	Lima	Plastic	See Note (19)
SW–1500	Atlas	Plastic	See Note (20)
O SCALE LOCOMOTIVE	**MANUFACTURER**	**MATERIAL OF CONSTRUCTION**	**MODIFIABLE TO C.N.**
F–3A & B	All Nation	Cast Metal	F–3A or B
F–7A	Kusan	Plastic	F–7
F–7A & B	Lionel (3 Rail)	Plastic	F–7A & B
F–7A & B	All Nation	Cast Metal	F–7A
F–7A & B	Baldwin	Brass	F–7A
F–9	Atlas	Plastic	F–7A or FP–9A
FA–1 & FB–1	Kemtron	Brass	FA–1 & FB–1
FA–2	Lionel (3 Rail)	Plastic	FA–2
FA–2 (?)	Kusan (027 3 Rail)	Plastic	FA–2
CPA–16–4	AHM Riverossi	Plastic	CPA–16–4
Alco RS	Kemtron	Brass	RS–1 or RS–3
FM 2000 HP	Baldwin	Brass & Bronze	H–10/12–64
FM Trainmaster	Lionel (3 Rail)	Die Cast Metal	H–24–66
EMD–1000	Lionel (3 Rail)	Cast	NW–2
EMD–1000	All Nation	Cast Zamac	NW–2
44 Ton	Lionel (3 Rail)	Plastic	44 Ton
GP–7	Kemtron	Brass	GP–7 or 9
GP–7	Lionel (3 Rail)	Plastic	GP–7 or 9
GP–9	Lionel (3 Rail)	Plastic	GP–7 or 9

NOTES:

1. Early F-3 model.
2. Late F-3 or modified unit.
3. Model is short for FPA-9
4. Suitable for CN rebuilt F-7's.
5. Requires some work.
6. A cross between an FA-1 & FA-2
7. Author could not find a photo of this engine.
8. Remember no CN herald.
9. This also was a demonstrator.
10. Requires truck & body rework.
11. Requires truck & body rework.
12. Truck reasonable – body rework.
13. Trucks wrong wheel spacing.
14. Some body rework.
15. Some body rework for GP-9.
16. Could be used for LH & wide nose.
17. Need low nose or wide nose cab.
18. Needs body work for some models.
19. Can be reworked with GP-40 body.
20. Several switchers can be made from this basic unit.

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MFG'RS MODEL	CN CLASS	DRAWING PAGE	PHOTO PAGE
F–3A	GFA–15	12,14	10,11,65
F–3B	GFB–15	12,14	10,11,67
F–7A	GFA–15	16	13,15,65,67
F–7B	GFA–15	16	65
FP–9A	GPA–17	18,19,20	2, 66,67,78
F–9B	GPB–17	18	66,67
F–7A (M)	GFA–17	17	66
F–7B (M)	GFB–17	17	66
FA–1	MFA–15	21,23	22,68
FA–2	MFA–16	23	24
FB–2	MFB–16	23	
FPA–2	MFA–16	25	24
FPB–2	MFB–16	25	24
FPA–4	MPA–18	25,26	27,68
FPB–4	MPB–18	25,26	
PA–1	Demo	32	31
CFA–16–4	CFA–16	26,28	27
CFB–16–4	CFB–16	26,28	27
CPA–16–5	CPA–16	28,30	29,67
CPB–16–5	CPB–16	28,30	
Box Cab	V–1–A	–––	11
Turbo Train		33	77
GP–7	GR–15	34,36,38	35
GP–9	GR–17	36	37,69
G–8	GR–9	38	39,69
NF–110	GR–12	40	
NF–210	GR–12	40	39
G–12	GR–12	41	42,69
RS–3	MR–16	43	44,70
RS–10	MR–16	43	44
RS–11M	MR–18	45	
RSC–13	MR–10	47	46
RSD–17	MR–24	48	
RS–18	MR–18	48,50	49,70
RS–18/rblt.	MR–14		131
RSC–24	MR–14	50	46
H–10/12–64	CR–12	51	52,71
H-16–44	CR–16	53	
H–12–44	CR–12	55	
H–24–66	CRG–24	55	54
GMD–1	GR–12	55,56	70
SW–1200RS	GR–12	56,58	57,71
C–630	MR/F–30	59	72
M–636	MF–36	60	71,72,131
C–424	MR–24	61	62
GP–35	GR–25	63	62
GP–38	GR–20	63	73
GP–38–2	GR–20	81,82	73
GP–40	GR–30	81	64
GP–40–2	GF–430	82	64
SD–40	GR/F–30	84	73,83
SD–40–2	GF–30	85	74
M–420	MR–20	84	75,76
Wide Nose Cab Dtl. Dwg.		86,87	
44 Ton	ER–4	89,90	89
70 Ton	ER–6	90	91
NW–2	GS–10	92	79,93
SW–8	GS–8	94	95
SW–900	GS–9	94	79,97
SW–9	GS–12	96	95,99
SW–1200	GS–12	96,98	
S–2	MS–10	90,100	
S–3	MS–7	100,102	
S–4	MS–10	102	101
S–7	MS–10	103	
S–12	MS–10	103,104	131
S–13	MS–10	104	

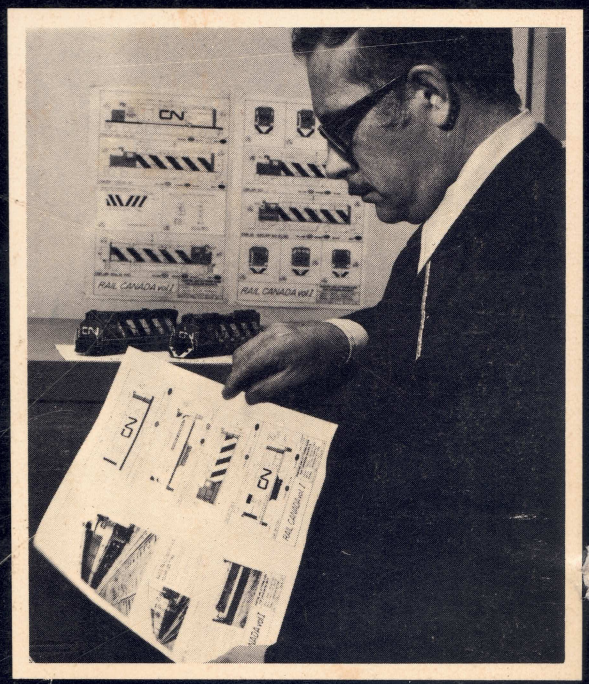
MFG'RS MODEL	GTW CLASS	DRAWING PAGE	PHOTO PAGE
F–3A	GFA–15	106	
RS–1	MR–10	107	
GP–9	GR–17	108	
GP–18	GR–18	108	
GP–38	GR–20	109	
SD–40	GF–30	109	
NW–2	GS–10	110	
SW–900	GS–9	111	
SW–9	GS–1200	113	112
SW–1200	GS–12	114	
S–2	MS–10	115,116	112

MFG'RS MODEL	CV CLASS	DRAWING PAGE	PHOTO PAGE
GP–9	GR–17	118	119
RS–11	MR–18	118	
SW–1200	GR–12	120	
S–2	MS–10	121	122
RS–3	MR–16	123	119
S–4	MS–10	123	122

MFG'RS MODEL	DW & P CLASS	DRAWING PAGE	PHOTO PAGE
RS–11	MR–18	125	126,127

MFG'RS MODEL	GT CLASS	DRAWING PAGE	PHOTO PAGE
GP–9	GR–17	–––	129,130
MaK Demonstrator		–––	130

ALL GRAPHICS BY THE AUTHOR



DONALD C. LEWIS

Don Lewis, railway enthusiast extraordinary also known to his cronies as "Don Diesel". This can be misleading as Don's interests cover all facets of railroading, although he can boast a fleet of diesel models probably second to none.

Don's 25 year interest in railway modeling has now led to the field of photo journalism. "Rail Canada" is the first of a projected four volume set on Diesel Locomotive Painting and Lettering. This is a major undertaking when one considers the multiplicity of locomotives and the various schemes applied by Canada's five major and many minor railways over the past 30 years. This work should prove to be a valuable reference for active and armchair modelers alike, and a worthwhile addition to Canadian railway history.